



DEPARTMENT OF CITY PLANNING

100 LARKIN STREET · SAN FRANCISCO, CALIFORNIA 94102

San Francisco City Planning Commission

Draft

Environmental Impact Report

Bank of Tokyo of California Building

California and Sansome Streets

DOCUMENTS

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Bank of Tokyo of
California building,
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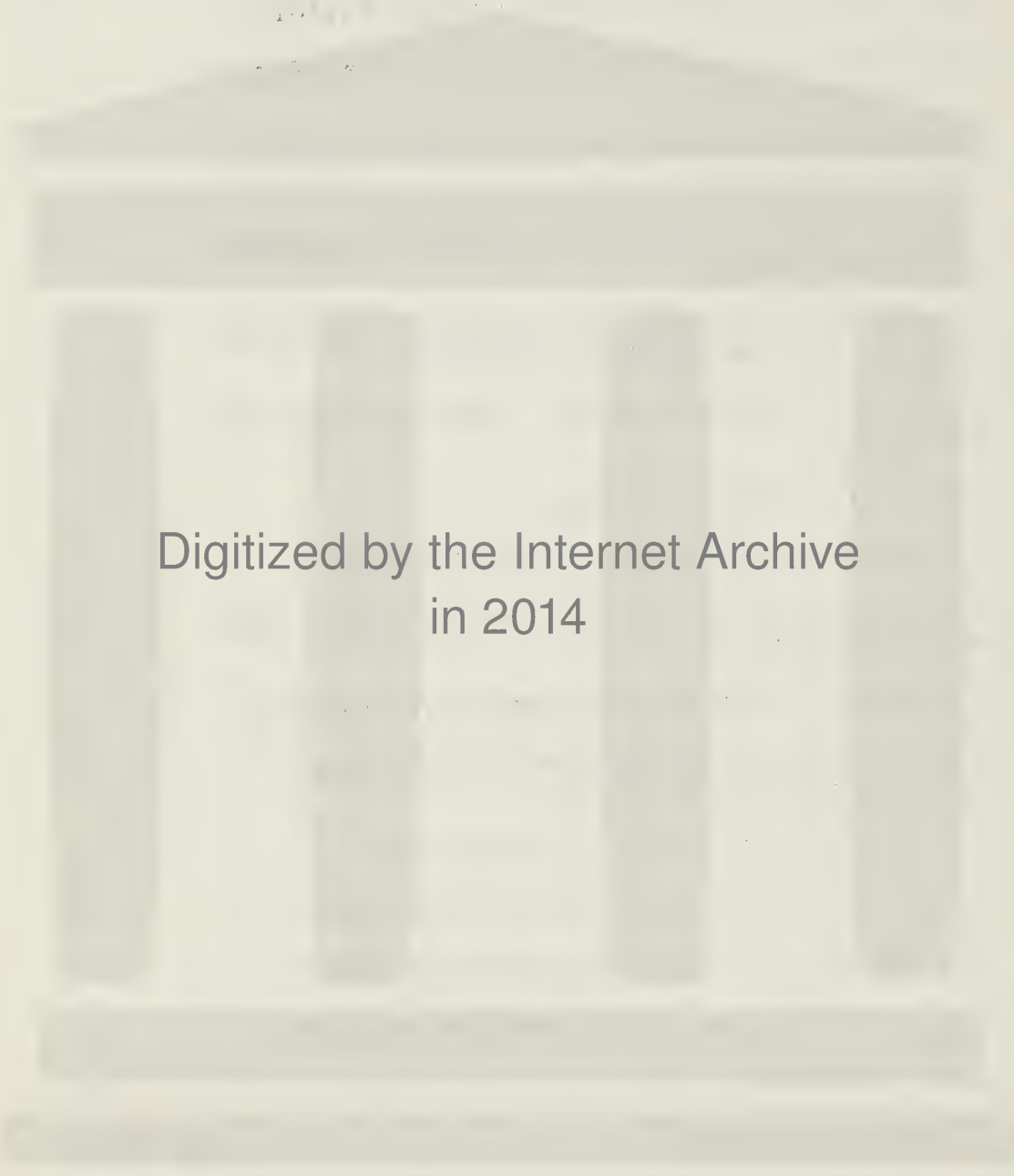
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I. SUMMARY

The proposed Bank of Tokyo of California building would be a high-rise office building constructed in conformity with pertinent planning and zoning requirements. The new building would be occupied by the Bank of Tokyo of California and the offices of the San Francisco Agency of the Bank of Tokyo, Ltd. of Japan. The remaining office space would be leased to non-bank tenants.

The proposed project would centralize headquarters operations of the Bank of Tokyo of California and provide banking services to the public as a full-service bank. Its central financial district location would enhance bank-client relationships and facilitate the bank's international banking function. The project would permit the Bank of Tokyo of California, a retail bank, and the Agency to locate together and provide both organizations with sufficient space to expand their operations over the long range planning period.

The proposed project would reinforce the financial and trade activity patterns of land use in the proposed site area. Construction of the new building would not change existing ecological conditions with respect to topography, surface and ground water, geology or biota. There would be no major microclimatic changes generated by development of the proposed project.

Two types of adverse impacts would be associated with the project. First, although the basic use of the site would not be changed, there would be a change in the intensity of the

use of the site which would result in greater demands on public utilities and services; increased employee density at the site would increase traffic congestion in the area. Second, the project would require the removal of the Alaska Commercial Building.

The proposed project has included various mitigation measures to conserve energy and minimize adverse impacts.

II. PROJECT DESCRIPTION

A. Physical Description of the Proposed Project

1. Site and Site Plan

The proposed Bank of Tokyo of California building would utilize parcels 3, 4 and 5 of Assessor's Block 238, located at the northeast corner of the intersection of California and Sansome streets in downtown San Francisco. The site measures 19,149 square feet (153.5 x 124.75). A site plan of the proposed structure is presented as Figure 1.

2. Proposed Structure

The proposed Bank of Tokyo of California building would be a high-rise office tower including 23 stories above grade and one below. The building would conform to all planning and zoning requirements relating to the site. Existing zoning at the site is C-3-0, within which office and commercial retail uses are permitted. Figure 2 presents existing height and bulk zoning in the site area.

Basic dimensions would be as follows:

Site Size	19,149 sq. ft.
Site Coverage (bldg. area ÷ site area)	14,925 ÷ 19,149 = 70%; 100% permitted
Floor Area Ratio (floor space provided* ÷ site area)	16:1 proposed; 16:1 permitted
Total square footage applicable to FAR requirements	310,981 proposed; 311,749 maximum permitted for building areas to which FAR regulations apply*
Gross Square Footage	348,127 sq. ft. (gross)
Net Square Footage	274,441 sq. ft. (net rentable: 20 rentable floors including ground floor and mezzanine)
Typical Office Floor (floors 2 through 18)	15,485 sq. ft. (gross)
Total height above grade	324.25 ft; 500 ft. permitted

*Certain utility areas are not included in FAR regulations.

BATTERY STREET

HALLECK STREET

EXISTING BUILDING

CALIFORNIA STREET

Scale: 1" = 30'

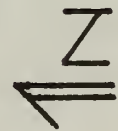
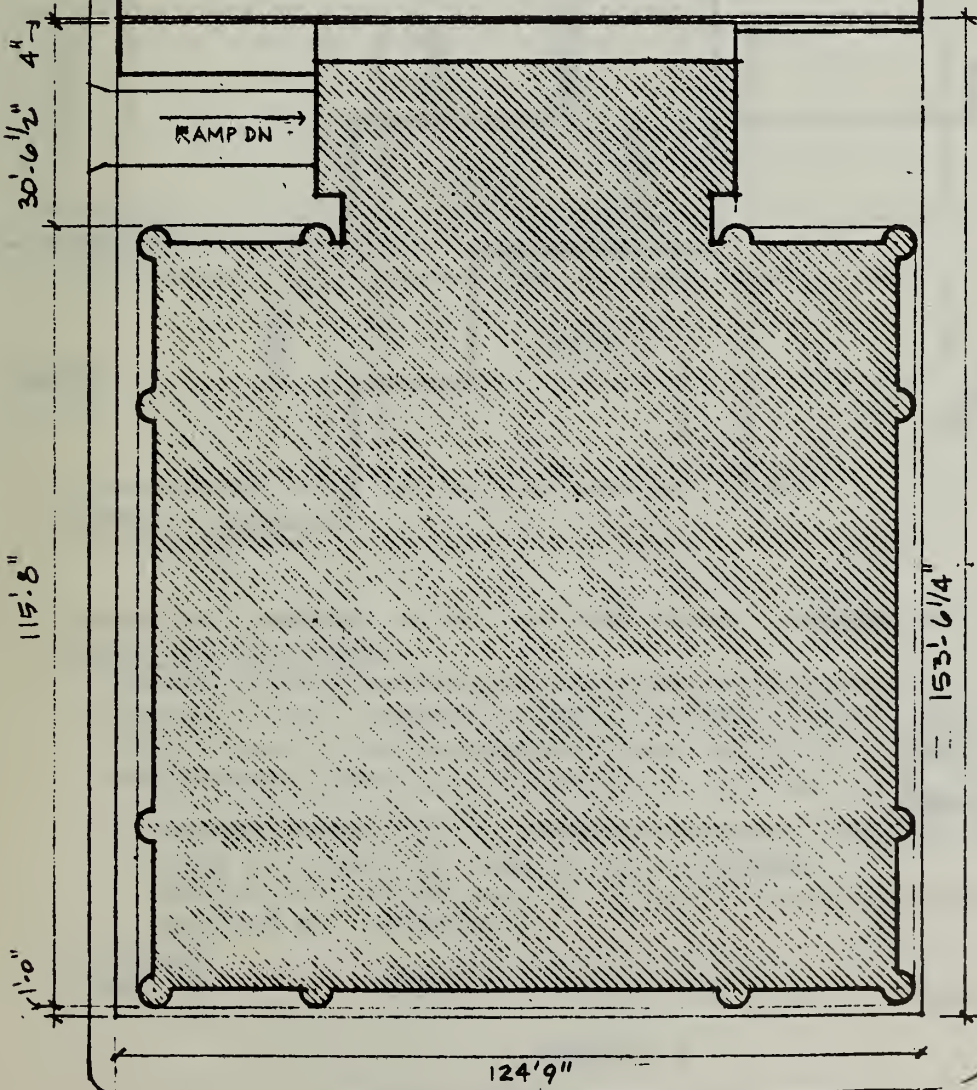
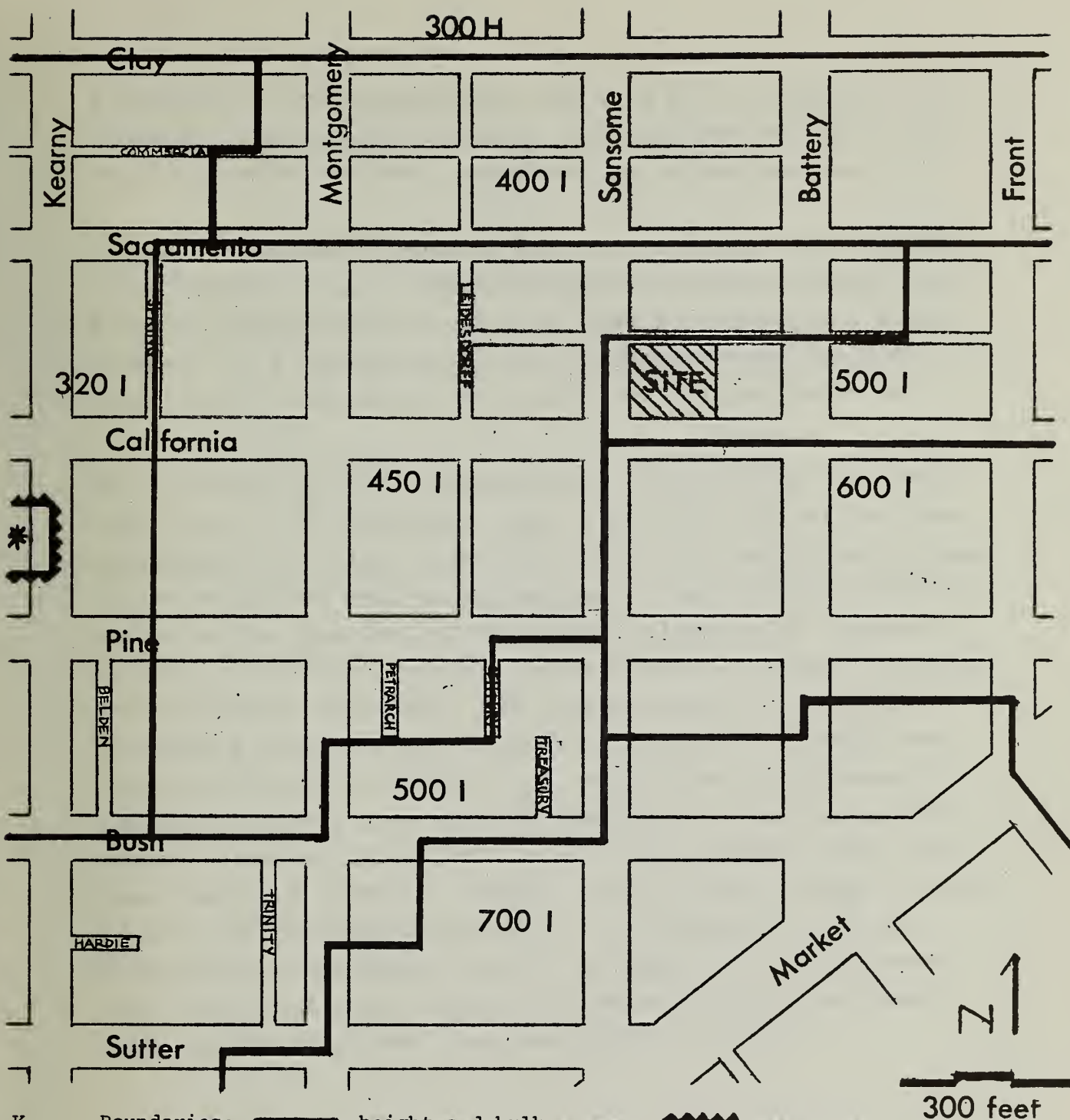


FIGURE 1

Site Plan
Proposed Bank of Tokyo of California Building



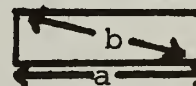
SANSOME STREET



K Boundaries: height and bulk zones, use zones

E Height and Bulk Zones:

- Y -numbers signify maximum building height permitted (in feet). For example, zone 400 I is a maximum allowable building height of 400 feet.
- letters signify the maximum building length (a) and diagonal dimension (b) permitted (in feet)
- H maximum length 170 ft., maximum diagonal dimension 200 ft. Regulations apply to buildings over 150 ft. in height.
- I regulations are the same as letter H, except applicable to buildings over 100 ft. in height.



Use Zones

- all zoned C-3-0 (commercial) except for area *; zoned P (public).

FIGURE 2

Height and Bulk, Use Zoning

A portion of the asymmetrical (28'6" x 65'0") service core projects through the east wall. This projection would contain stairways, toilets, elevators and other services.

Figure 3 provides a ground-floor plan of the proposed structure. Figure 4 is a transverse section taken between points A and B indicated on Figure 3 as observed facing west; and Figure 5 is a perspective of the proposed structure from a point to the west on the south side of California Street.

The character of the proposed structure would be consistent with that of the immediate area. The tradition of the high ceilinged first floor commercial space typical of California Street buildings would be maintained. The building's design reflects the classical architectural elements of the surrounding buildings: columns, column bases (plinths), granite and ornamental metalwork. The proposed Bank of Tokyo of California building would have an exterior of precast concrete, off-white in color, with the surface sandblasted to expose the sierra gray granite aggregate. Windows on the typical floor would be 3/8" thick, solar bronze glass with black anodized aluminum frames. The soft gray color of the exterior of the building would be in conformity with San Francisco's urban design plan. In that plan, it is stated that "Large buildings are most consistent with the visual unity of the city when they are light in color."*

*City and County of San Francisco, Dept. of City Planning: The Comprehensive Plan - Urban Design, 1971 (p. 36).

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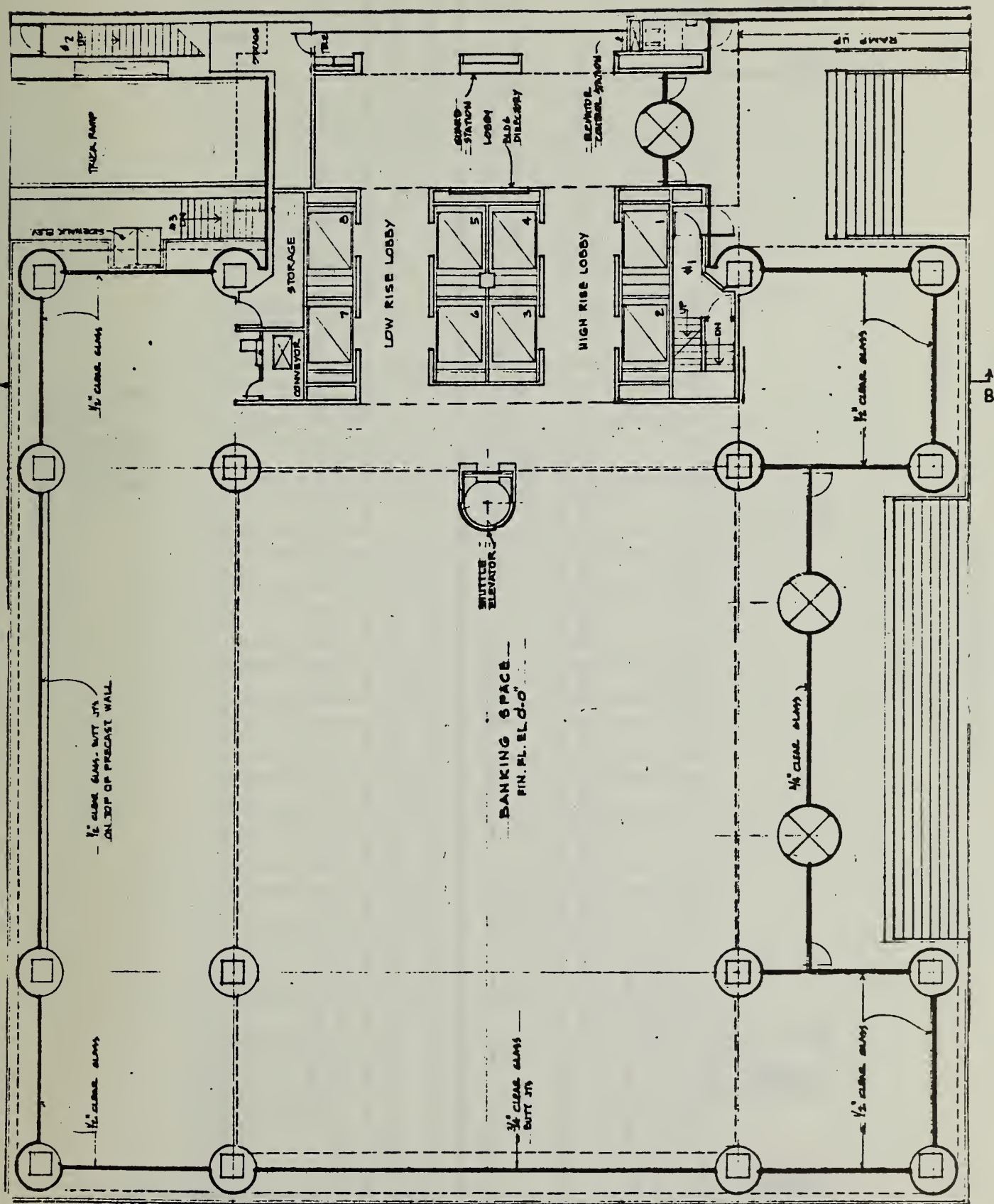


FIGURE 3
Proposed Bank of Tokyo of California Building
Ground Floor Plan

View from
points
indicated
by arrows
in Figure 3
(p. 7)

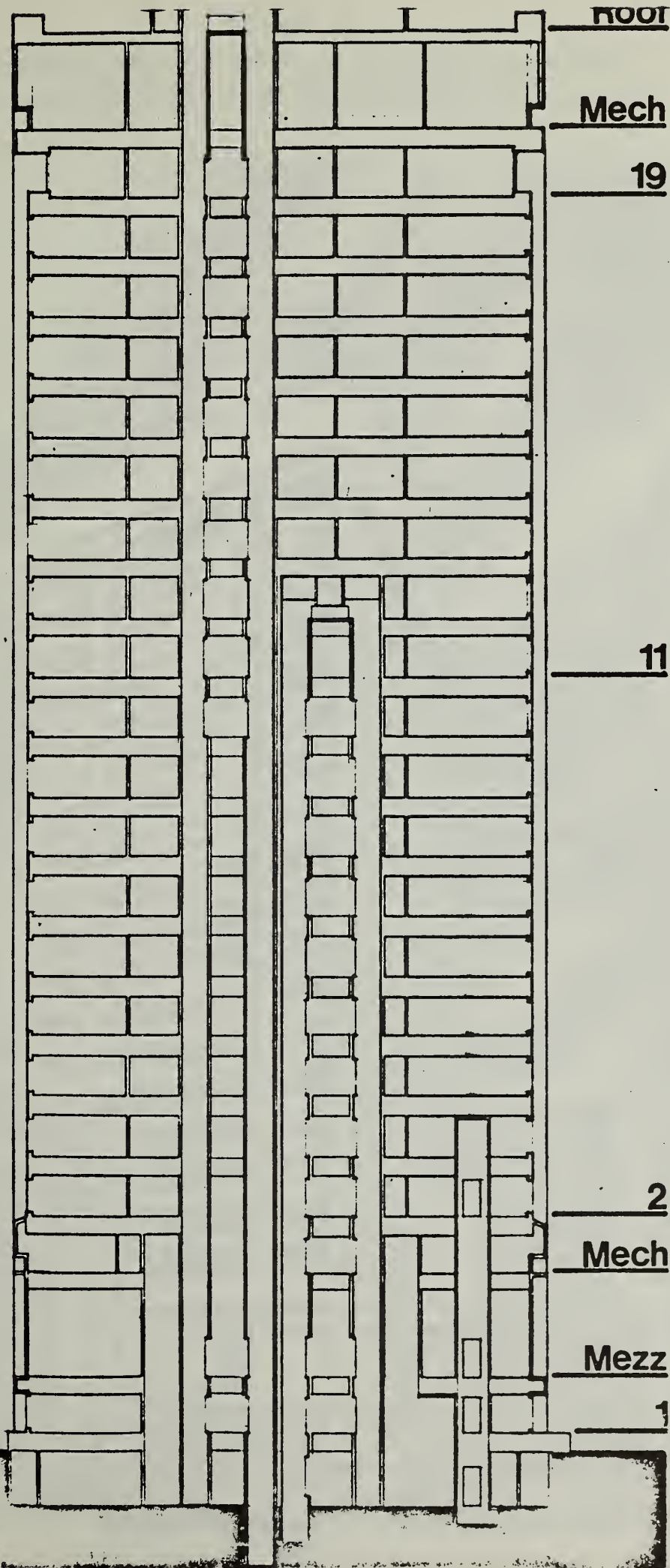
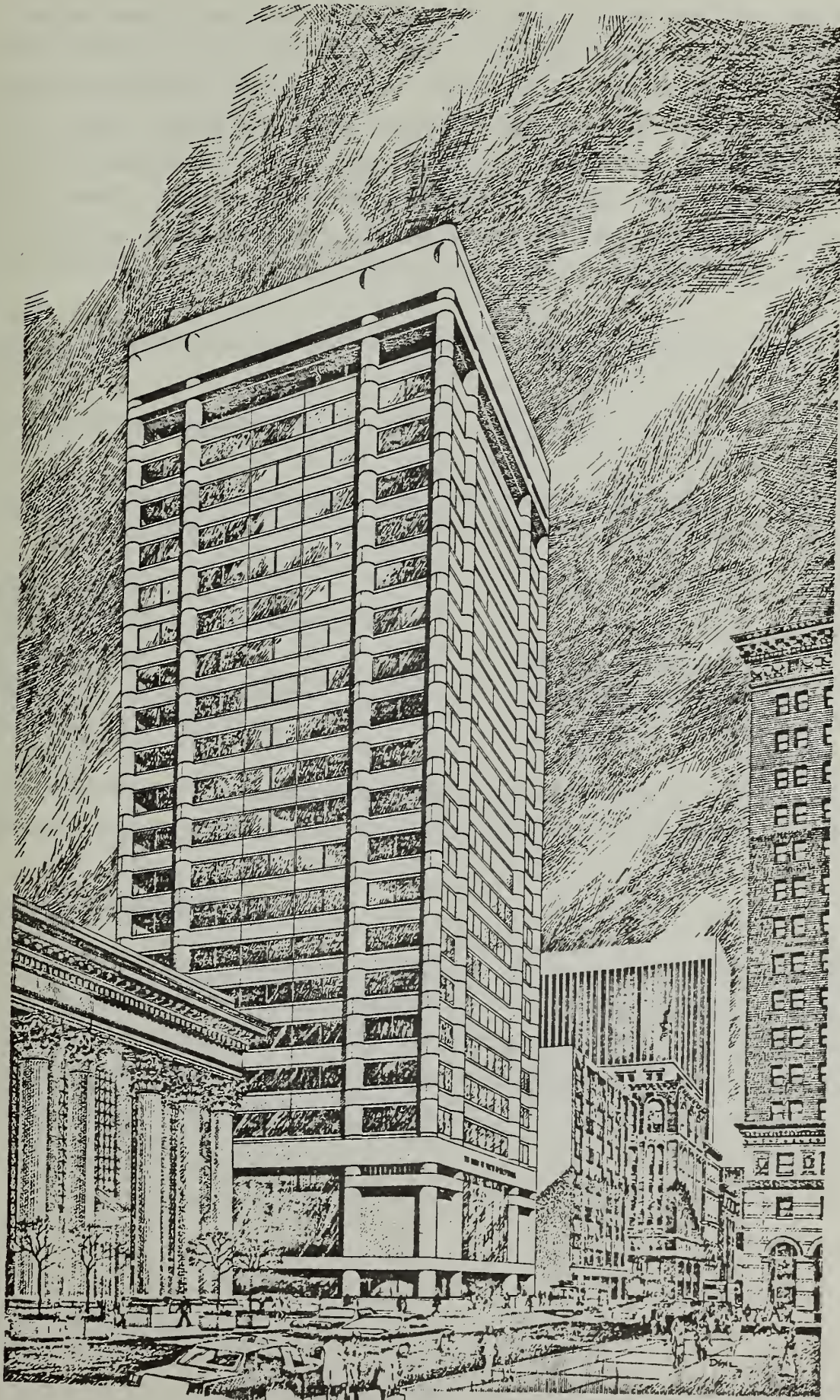


FIGURE 4
Proposed Bank of Tokyo of California Building
Transverse Section

FIGURE 5

Proposed Bank of Tokyo of California Building
Perspective from California Street



Granite would be used for the exterior paving and for certain floor areas of the first floor interior spaces. The first floor and mezzanine exterior glass walls would utilize $\frac{1}{2}$ " or $\frac{3}{4}$ " clear polished plate glass. The entrance lobby walls and the walls of the first floor and mezzanine elevator lobbies would be composed of precast concrete with the same finish as the exterior precast panels. The elevator entrances and doors of these two levels would be anodized aluminum.

Project architect is the firm of Skidmore, Owings & Merrill.

3. Project Scheduling

The scheduling of the project would be as follows:

TASK	BEGINNING
Demolition	March 3, 1975
Excavations and Foundations	June 2, 1975
Erect Steel	September 29, 1975
Substantial Completion	December 29, 1976
Contingency and Move In	March 1, 1977

This schedule is contingent upon the adoption of an Environmental Impact Report for the project late in February, 1975.

4. Project Cost

The cost of the proposed structure would be \$16,600,000. Half the building would be occupied by the Bank of Tokyo, including a branch bank at street level, headquarters offices of the Bank of Tokyo of California and offices of the San Francisco agency of the Bank of Tokyo, Ltd. of Tokyo, Japan.

The remaining office space would be leased to non-bank tenants. Since this space would not be available for at least two years, it is difficult to estimate future rent levels. However, a tentative rental range of 83¢ for lower floors to \$1.00 per square foot per month for the top floor has been established.

B. Project Objectives

The proposed project would establish a headquarters office for the Bank of Tokyo of California which would centralize activities of the branch banking operations and facilitate international banking operations. The headquarters building would also house the San Francisco Agency of the Bank of Tokyo, Ltd. of Japan, which is intimately linked to the Bank of Tokyo of California. A branch bank would also be located at the proposed site. Present and proposed sites are indicated in Figure 6.

Banks can potentially influence the types of economic development that will occur and the level of international trade by means of their loan and investment policies. Banks serve as intermediaries between depositors and individuals seeking loans. Banks therefore interact constantly with trade- and finance-oriented businesses which require continual loan and investment services.

Economic links between financial services and foreign trade are present in the network of banking facilities that are located in the few blocks near the proposed location on lower California Street. Almost every major California bank has located an international banking department or headquarters in San Francisco.



FIGURE 6

Present and Proposed Sites
Bank of Tokyo of California

During 1973, the value of exports and imports passing through California amounted to more than \$10.6 billion.¹ Trade between Japan and California, which has been increasing rapidly since 1960, was estimated at \$4.8 billion.² The growth of Japan-California trade, as well as all foreign trade, has been well correlated with the expanding operations of the Bank of Tokyo of California.

The Bank of Tokyo of California was established for the purpose of promoting trade between Japan and California. The site selected by the Bank of Tokyo lies closer to the center of concentration of financial and trade activities in San Francisco than does the present site. Thus, expansion at the chosen site would enhance bank-client relationships and facilitate the bank's international banking function.

The Bank of Tokyo of California anticipates that headquarters operations, agency operations, and a branch bank would occupy ten floors of the new building. The remaining space would be leased. Although actual tenancy of the new building has not yet been determined, it is assumed that the tenant mix would follow the same pattern as in similar buildings in the area; i.e., law, financial, insurance and other business service firms.

The Bank of Tokyo of California, as a full-service California bank, would perform all banking functions at the new location. Banking services would include deposit services, loan services, trust services, international banking services and

¹U.S. Dept. of Commerce, Maritime Administration, U.S. Ports' Foreign Trade, 1973, 1974.

²Bank of Tokyo of California, Annual Report, 1973.

general customer services. The bank's headquarters office establishes bank policy, and is responsible for maintaining and coordinating branch bank activities within this policy framework. The headquarters office therefore performs functions pertaining to Master Charge, data processing, branch operations and administration, loan review and administration, and international banking services. The Bank of Tokyo of California currently operates twenty branch banks throughout California and two overseas banking offices in Nassau, Commonwealth of the Bahama Islands, and Guam.

The San Francisco Agency of the Bank of Tokyo, Ltd., Tokyo, Japan, differs from the Bank of Tokyo of California in that the Agency functions as an overseas office of the Bank of Tokyo, Ltd. and does not engage in "domestic and retail" banking in California. The Agency office specializes in banking services relating to foreign exchange, international trade and financing. The services of the Agency office are extended primarily to banks and firms engaged in international business transactions with Japan and Japanese companies.

III. ENVIRONMENTAL SETTING

A. Site Ecology

1. Topography and Drainage

The site is essentially flat, with an elevation at sidewalk level of eleven to thirteen feet. At present, the surface is completely covered by the existing building, sidewalks and pavement. Surface runoff drains into the San Francisco combined storm and sanitary sewer system. The amount of runoff generated by the half-acre site, based on average annual precipitation of 21.51 inches, is approximately .84 acre-feet per year (assuming that 95% of precipitation becomes runoff).

The water table at the site is at a level between 6.5 and 9.0 feet below mean sea level.

2. Geology, Soils and Seismicity

The drill log of a boring at the site as reported by Schlocker, et al.* discloses subsurface conditions at the site. There are ten feet of artificial fill consisting in large part of transported dune sand covering a seven foot layer of "bay mud" -- impervious silts and clays with an occasional sand lens.

*Schlocker, Bonilla and Radbruch: "Geology of the San Francisco North Quadrangle", California Miscellaneous Geologic Investigations, U. S. Geological Survey, 1958, Map I-272, 1 to 24,000.

Because the mud layer is impervious to water percolation, it is possible that a "perched" water table exists in the fill on top of the mud layer. The presence of fill at the site recalls the fact that the site lay under water before the development of San Francisco, and at one time formed part of the city's bay shore. Because the site was under water as late as 1850, there is no original soil present; the original surface is indicated by the clay layer, which represents the remains of a tidal mud flat.

Below the mud stratum lie 135 feet of dune and marine sands. Bedrock occurs at the 154-foot level (about 142 feet below mean sea level) and consists of sedimentary and metamorphic rocks. In Figure 7, the geology of the site is shown in plan and section.

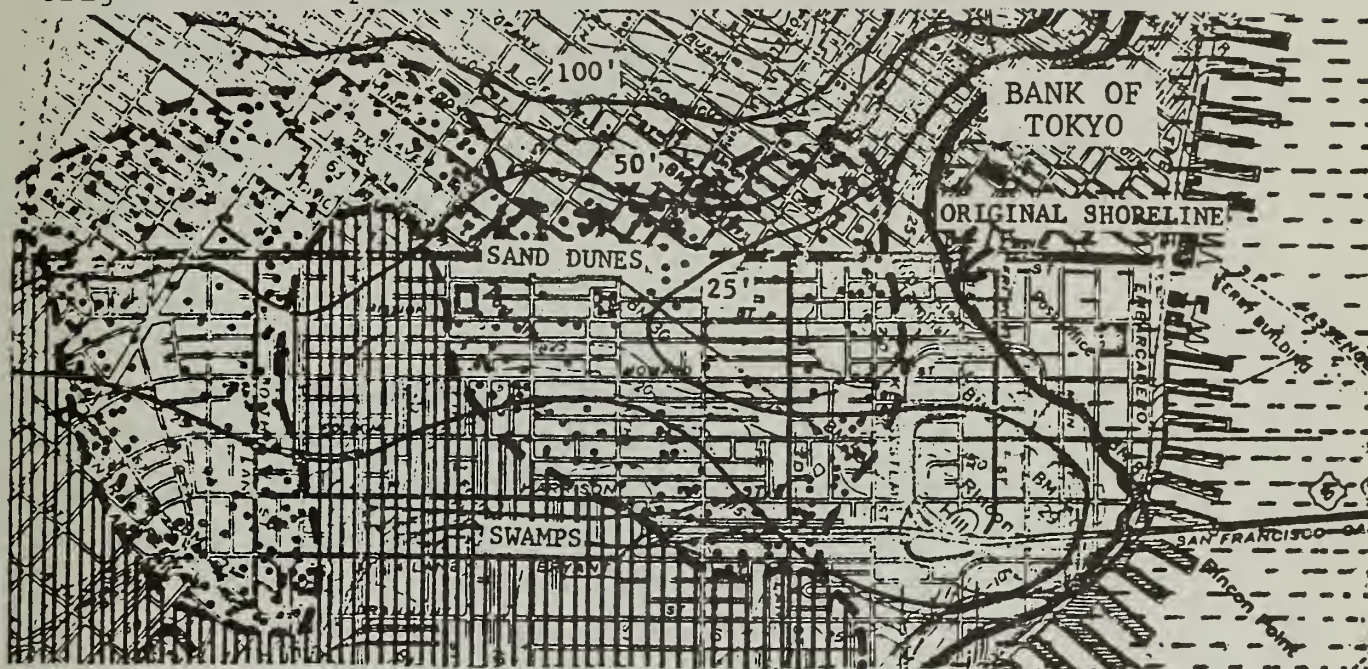
In common with the rest of San Francisco, the site is in a highly active seismic belt, classed by the State of California Department of Natural Resources as being in the zone of most severe potential earthquake damage.* If a severe earthquake occurred, damage would be considerable even in structures built especially to withstand earthquakes; other structures might collapse. Most of the earthquake hazard comes from the San Andreas Fault, a major fault system which runs eight or nine miles to the west of the site along the floor of the Pacific Ocean. There are no known active or inactive faults in the immediate vicinity of the site. However, there is a possibility of seismic activity at any time.

*California Department of Natural Resources, Division of Mines and Geology, Urban Geology Master Plan for California, Open File Report 72-74, December, 1971.

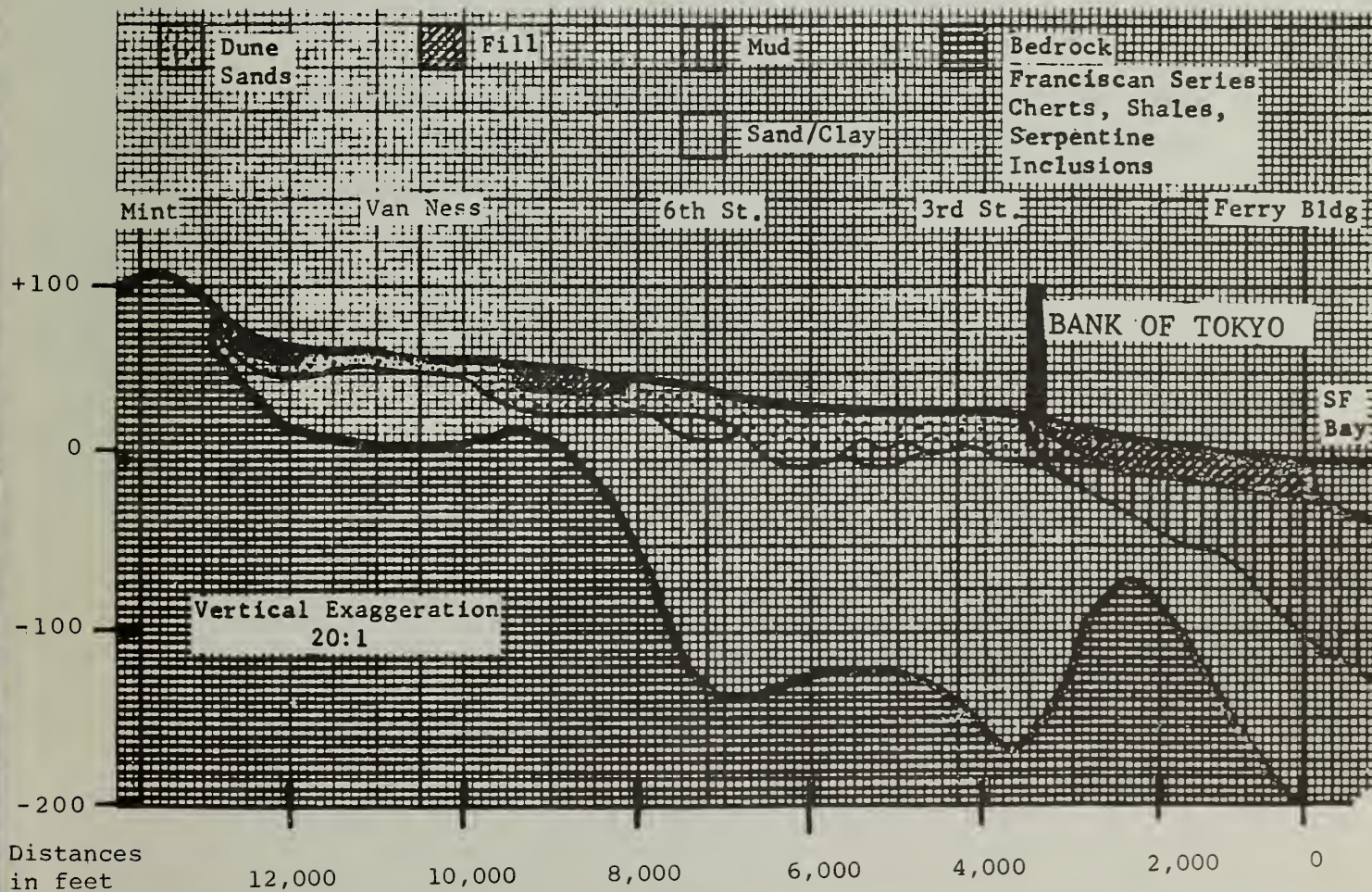
FIGURE 7

Surface and Bedrock Geology

A. Original Landscape



B. Cross Section Along Market Street



It has been shown* that structures on artificial fill and/or fine, water-deposited soils (alluvial deposits) such as muds or sand tend to suffer greater seismic damage than do neighboring structures with foundations in bedrock. This condition for downtown San Francisco is shown in Figure 8. In view of this situation, it would seem that extra caution against seismic shock should be taken.

3. Biota

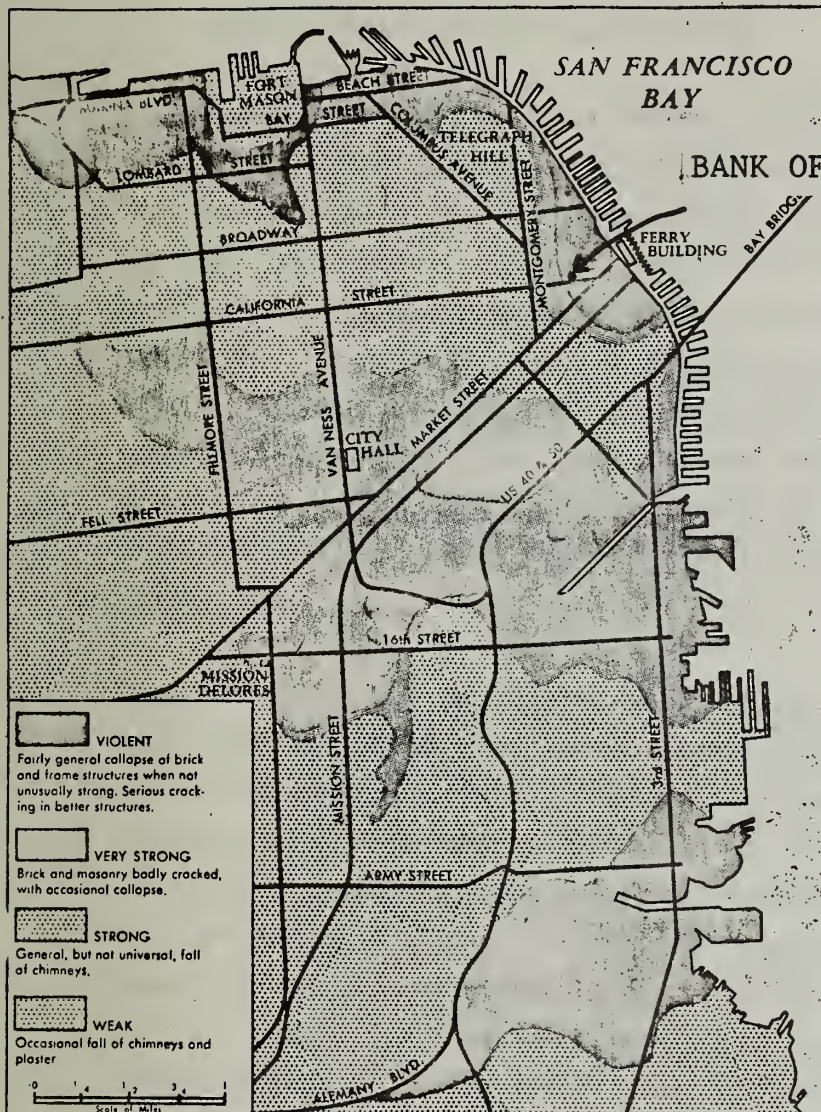
At this site there is no significant plant or animal life. Some street trees have been planted on the south side of California Street. Other than these, a few hardy weeds in the parking lot area and a few species of urban birds and rodents and insects represent the non-human biota on or near the site. Typical urban micro-organisms are assumed to be present in the soil.

4. Climatic

The San Francisco climate is classified as a summer dry Mediterranean type with warm summers, mild winters and frequent fog. Average wind speed is 8.7 miles per hour with the average direction from the west northwest.

*Lawson, Andrew C. et al. Report of the State Earthquake Commission upon the California Earthquake and Fire of April 18, 1906, Carnegie Institute, Washington, D.C., 1908.

FIGURE 8
Earthquake Damage Zones in San Francisco



The importance of solid rock foundations in minimizing earthquake damage was clearly illustrated by the pattern of destruction in San Francisco during the 1906 earthquake. Building damage was consistently greatest on land that had been recovered from the bay or filled in over old swamps and river beds. On the higher bedrock hills, intensities were considerably less. Proximity to the fault was much less important; for example, the area near the Ferry Building was farthest from the break, but was hardest hit because of unfavorable ground conditions. Uncompacted fill also lurched and settled unevenly, causing streets to crack and buildings to sway drunkenly off their foundations.

Source: Robert Iacopi: Earthquake Country, Sunset Press, (Menlo Park, 1964).

B. Land Use Context of Proposed Development

1. Land Use Pattern in Site Area

San Francisco's role as northern California's financial and administrative center has significantly influenced the type and extent of economic development which has been occurring in San Francisco. Since 1950, San Francisco has provided one of the leading examples of the national trend toward an increase in jobs in the "information-processing" industries and a decline in jobs in the manufacturing industries. These information-processing industries, which include business, financial and legal service firms, require appropriately located office space which offers accessibility to related businesses.

Similar types of business activities cluster in large high-rise office buildings because proximity to related business activities facilitates interaction between businesses, and affords the economic advantages of shared labor pools, a variety of specialized support functions and a congregation of customers seeking to compare available offerings. Consequently, preference for high-density office use is largely precipitated by a mutual locational attraction among complementary units of activity seeking mutual benefit.

The result of such clustering has been the development of strong activity centers for similar firms in high-density office buildings as shown in Figure 9. The most notable of these centers are the banks along California and Montgomery Streets.

Since 1958, net rentable office space has more than doubled from 14,000,000¹ square feet to almost 32,000,000² square feet according to the office space occupancy survey of the Building Owners and Managers Association of San Francisco.

A downtown office building occupancy survey conducted by BOMA in May, 1974, indicated that the overall vacancy rate for office space in downtown San Francisco was 7.99%. The following table shows the breakdown of vacancies by type of building in the financial district and lower California Street areas:

TABLE III-1

Vacancies by Type of Building
in the Financial District

<u>Financial Dist.</u>	<u>Number of Buildings</u>	<u>Total Rentable Square Feet</u>	<u>Sq. Ft. Vacant</u>	<u>Percent</u>	
Large >100,000 sq. ft.	39	10,801,417	486,956	4.51)	
Medium 40-100,000 sq. ft.	14	773,150	140,402	18.16)	5.9%
Small < 40,000 sq. ft.	17	372,709	81,878	21.97)	
Lower Calif. St.	7	399,210	31,807	7.97	

Source: Building Owners & Managers
Association of San Francisco
Office Space Occupancy Survey
Recapitulation
May 1, 1974

¹Gruen Gruen + Associates, Four Working Papers on the Economic, Social and Fiscal Effects of High Rise Buildings in San Francisco, 1971, p. 20.

²Building Owners and Managers Association of San Francisco, Office Space Occupancy Survey, May 1, 1974.

Table III-1 shows that the lowest vacancy rates were encountered in the larger buildings in the financial district and in buildings along lower California Street. Smaller, older structures contain a relatively large amount of the vacant space. By October, 1974, the BOMA Office Space Occupancy Survey showed that the vacancy rate had not changed significantly. These figures exhibit an impressive office absorption rate when compared with a similar survey conducted in 1970: BOMA reports roughly a 26% growth in total office space with a decrease in overall vacancy rates from 10% in 1970 to 8% in 1974.

Discussions with the real estate firm of Cushman & Wakefield revealed that demands for large office space (over 15,000 square feet) are not being accommodated by the market. First class office space in newer, high-rise buildings has been quickly absorbed, both because businesses prefer central downtown locations and because these buildings facilitate more efficient layouts, provide air-conditioning and other amenities such as high-speed elevators, and contain modern wiring suitable for computer use. In fact, many firms will pay high premiums for high-rise office space in the downtown financial district.*

*Gruen Gruen + Associates, loc. cit.

The immediate area of the proposed project is characterized even more than the downtown as a whole by a concentration of finance, law and trade activities. In order to determine the use of office space in the nearby area, a telephone survey of tenants occupying office space in the blocks adjacent to the Alaska Commercial Building was conducted; i.e., the block in which the site is located, one block in each direction of buildings fronting on California St., the block across from the site on Sansome St., and one block along Sansome St. south of California St. All tenants in the area (as listed in a street address telephone directory) were called; the survey response rate was 50%. Table III-2 gives the results of this survey.

TABLE III-2

Office Space Occupancy in Project
Area by Type of Firm

<u>Business Function</u>	<u>California Street</u>	<u>Sansome Street</u>
Finance (incl. financial institutions, insurance, securities & stock brokers, financial investments)	29%	31.2%
Banks	10%	4.2%
Insurance	17.5%	25%
Real Estate (incl. sales, management, construction)	4%	2.1%
Trade (incl. exporters & importers, transport & shipping companies, & product mfg. & brokerage)	19%	6.3%
Attorneys	20%	48%
Consultants (incl. management consultants, marketing research, & science & systems consultants)	8.5%	2.1%
Services (incl. secretarial, accounting, employment, and retail)	15%	10.4%
Non-profit organizations	4.5%	0

As Table III-2 shows, land use activities in the immediate area of the proposed Bank of Tokyo of California site consist primarily of businesses engaged in trade, finance, and law. Businesses engaged in trade either buy, sell or exchange commodities domestically or internationally. These trade businesses are very closely related to financial business activities which facilitate trade by providing credit for making purchases. In addition to these major uses, the area has some small retail stores, restaurants and other service establishments primarily at street level.

2. Existing Land Use at Proposed Site

The proposed project site, located on the northeast corner of California and Sansome Streets, is occupied by the Alaska Commercial Building (now vacated) and an 80-space surface parking lot. Most recent tenants in the Alaska Commercial Building have been engaged in law, finance or trade activities. The three ground-floor spaces were occupied by a stock brokerage firm, a greeting card shop and a nautical instruments retail store. These ground-floor tenants were typical of the buildings in this area except for the nautical instruments shop which was the first tenant in the building before the area was dominated by financial activities.

The Alaska Commercial Building was constructed in the years immediately following the San Francisco earthquake to house the offices of the Alaska Commercial Company. The exterior of the structure is distinguished for its surface ornamentation, recalling the association of the firm which built it with trade and transportation in Alaska and the north Pacific. A photograph of the Alaska Commercial Building is presented as Figure 10; two exterior details are presented in Figure 11. A history and architectural evaluation of the structure are presented in Appendix B.

FIGURE 10

Photograph of the Alaska Commercial Building



FIGURE 11



FIGURE 11

Exterior Details of Alaska Commercial Building

IV. ENVIRONMENTAL IMPACTS OF THE PROPOSED PROJECT

A. Site Ecology

The demolition of the Alaska Commercial Building and the construction of the proposed Bank of Tokyo of California building would not change existing ecological conditions with respect to topography, surface and ground water, geology or biota.

No site dewatering during excavation would be required and no settling of the proposed structure or distress to nearby buildings from settlement is anticipated. The chief source of noise during the excavation and construction period would be pile driving operations, which would require six weeks. The peak noise level of pile driving would be 101 dBA* at 50 feet. The project architect, Skidmore, Owings & Merrill, confirms that general construction noise levels would not exceed 80 dBA at 100 feet, the permitted noise level under City Ordinance 274.72, Paragraph 2907, subparagraph C. Noise generated by impact equipment such as pile drivers is not covered under city noise regulations.

Potential microclimatic impacts of the proposed Bank of Tokyo of California building were investigated and evaluated by Environmental Impact Planning Corporation (EIP). Their research and analysis, which is described in Appendix C, disclosed little change from the present condition.

B. Land Use

The effect of the proposed project would be to reinforce the financial and trade activity patterns of land use in the project site area and provide 150,000 additional square feet of

*The dBA is a measure of noise expressed in terms of the human hearing range.

rentable downtown office space. The proposed new building has already required the relocation of Alaska Commercial Building (ACB) tenants: the real estate firm of Cushman and Wakefield indicates that all tenants of the ACB, except one who retired, have relocated, principally in the downtown area, and have upgraded the quality of their office space. The temporary land use impact of relocations has been the withdrawal of 66,400 rentable square feet of downtown office space.

The proposed Bank of Tokyo of California building would conform to all planning and zoning requirements relating to the site. The applicable neighborhood plan, the Northern Waterfront Plan, indicates office use of the site, which is the use proposed. The construction of the proposed project would result in the removal of an existing structure which does not meet seismic safety standards. It would also result in the removal of a parking lot from the downtown core automobile control area, within which commutation by private vehicle is discouraged.

C. Urban Systems

1. Public Utilities

a. Electricity Requirements

The proposed Bank of Tokyo of California would require electrical energy for mechanical equipment, lighting and receptacles, and life safety provisions. The mechanical equipment would include ventilating and air conditioning equipment, plumbing equipment and elevators. Four 500-feet per minute elevators would serve the lower floors; four 800-feet per minute elevators would serve the high-rise floors. A shuttle elevator would provide additional service within the branch bank and the Bank of Tokyo Agency on the second floor.

Lighting and receptacles would include building lighting, receptacles for small machines such as typewriters and copiers and basic convenience outlets. Existing computer equipment at the present site would be moved to the proposed site. This equipment has a connected load of 50 KW.

Electrical life safety provisions would include fire alarm and detection systems, a fireperson voice communication system, a public voice communication system, an emergency generator power system, and a sprinkler flow alarm and supervision system.

The following are the expected demands for electricity for these uses:

Connected load	4,500 KW
Average KWH used per month	375,000 KWH
Average KWH used per year	4,500,000 KWH
Average KWH used per month per square foot	1.1 KWH/sq.ft.

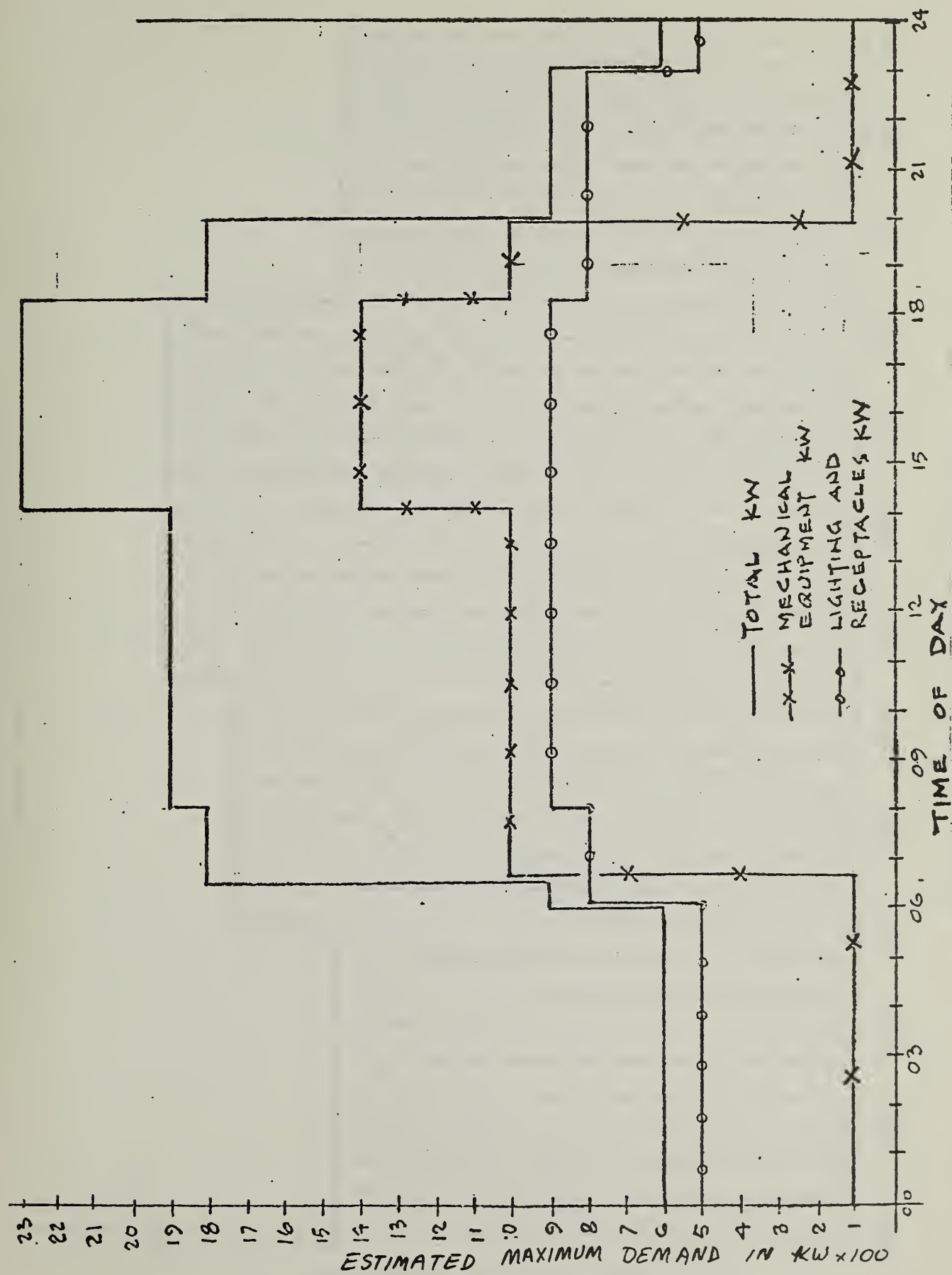
During 1973, the electricity consumption of the Alaska Commercial Building was approximately 634,000 kilowatt hours.* The new building would consume approximately seven times as much electrical energy per year as the Alaska Commercial Building.

The anticipated daily electric load distribution curve is presented in Figure 12 and the anticipated annual electrical load distribution curve is presented in Figure 13. The peak load in Figure 12 is at 16:00 hours (4 p.m.) even though banking hours are over because employees remain in the bank until 5 p.m. and the solar peak load occurs in late afternoon when the sun is low on the horizon.

*Letter from Thomas M. Foley, Norris, Beggs & Simpson, October 11, 1974.

FIGURE 12

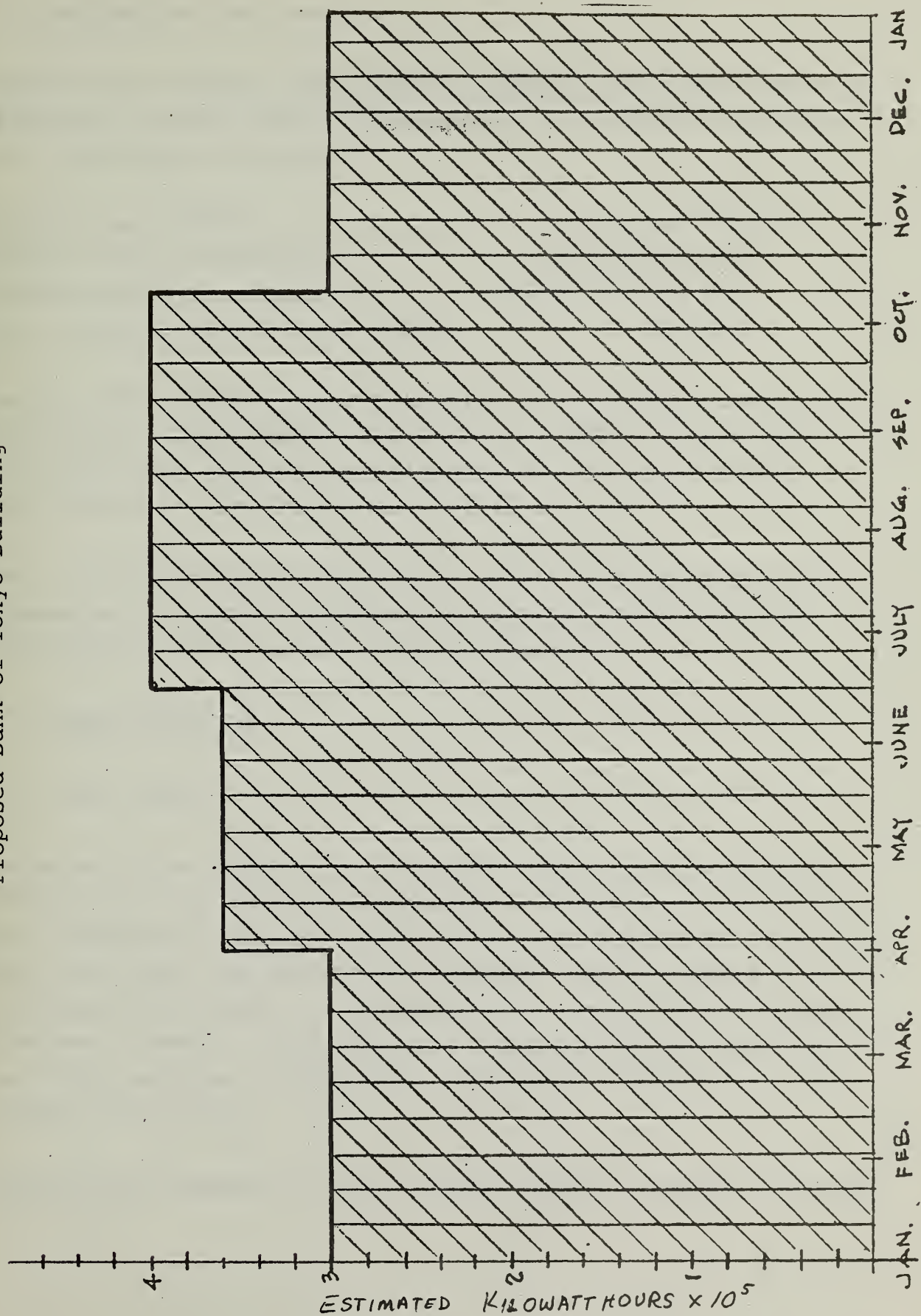
Daily Electrical Load Distribution Curve
Proposed Bank of Tokyo Building



Source: Skidmore, Owings & Merrill

FIGURE 13

Annual Electrical Load Distribution Curve
Proposed Bank of Tokyo Building



Source: Skidmore, Owings & Merrill

b. Natural Gas Requirements

Natural gas would be required for heating and boiler operation. Estimated natural gas requirements for the proposed building are indicated as follows:

Maximum peak demand	6,500,000 BTU/hour
Average daily consumption	33,000,000 BTU
Average yearly consumption	12,000,000,000 BTU
Avg. daily consumption per sq.ft.	100 BTU

During 1973, natural gas consumption of the Alaska Commercial Building was approximately 7,400,000,000 BTU's. The new building would consume approximately $1\frac{1}{2}$ times more natural gas than the Alaska Commercial Building.

The anticipated daily natural gas load distribution curve is presented in Figure 14 and the anticipated annual gas load distribution curve is presented in Figure 15.

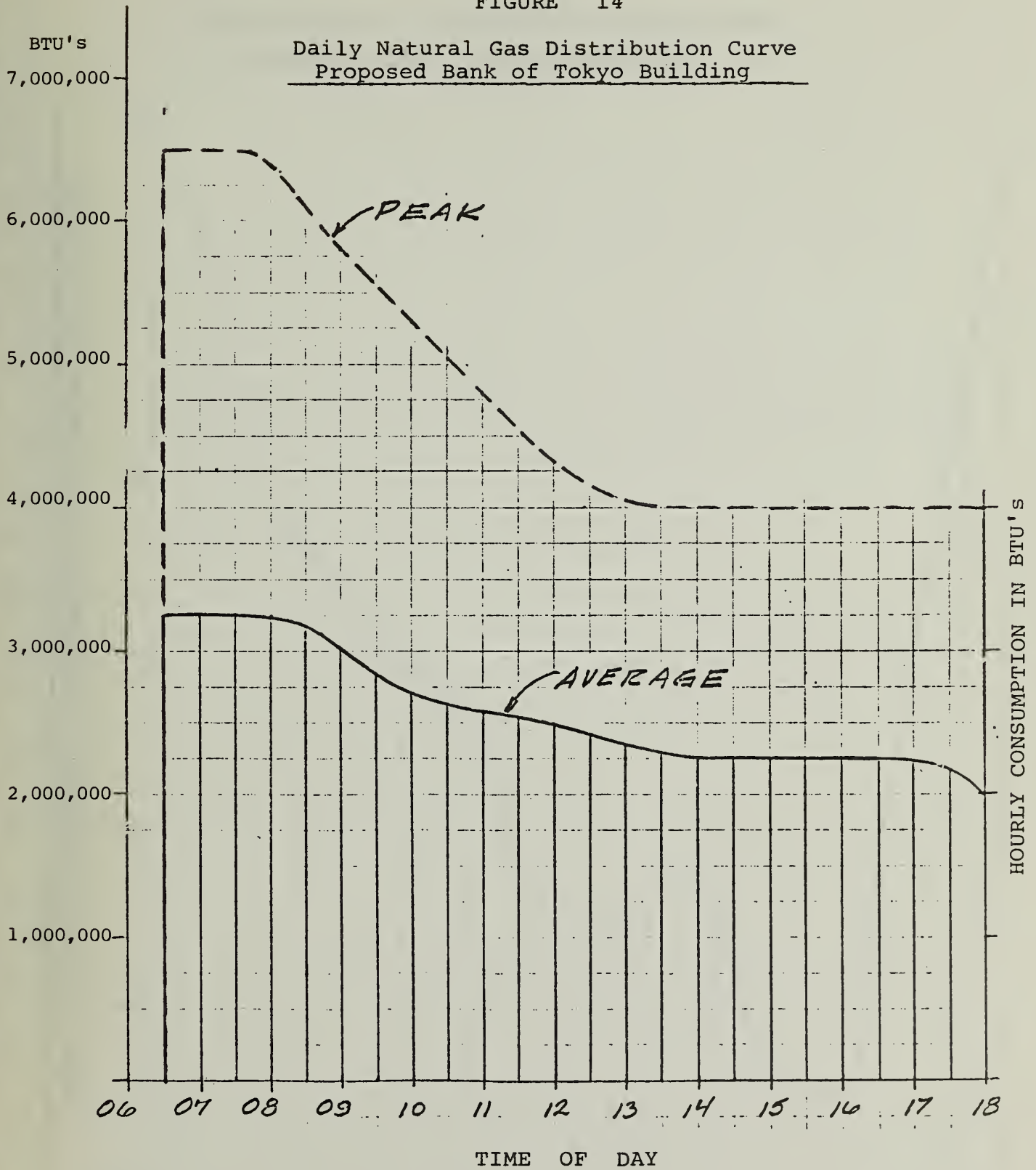
2. Public Services

a. Water Supply

Water would be required for domestic use such as sanitation, drinking and cooling tower operation. Experience of the architect, Skidmore, Owings & Merrill, has indicated that 30 gallons per person per day (assuming one person per 100 square feet of occupied floor space) is an appropriate criterion for estimating water demand. Therefore, the anticipated average demand is 75,600 gallons per day with peak demand estimated at 400 gallons per minute.

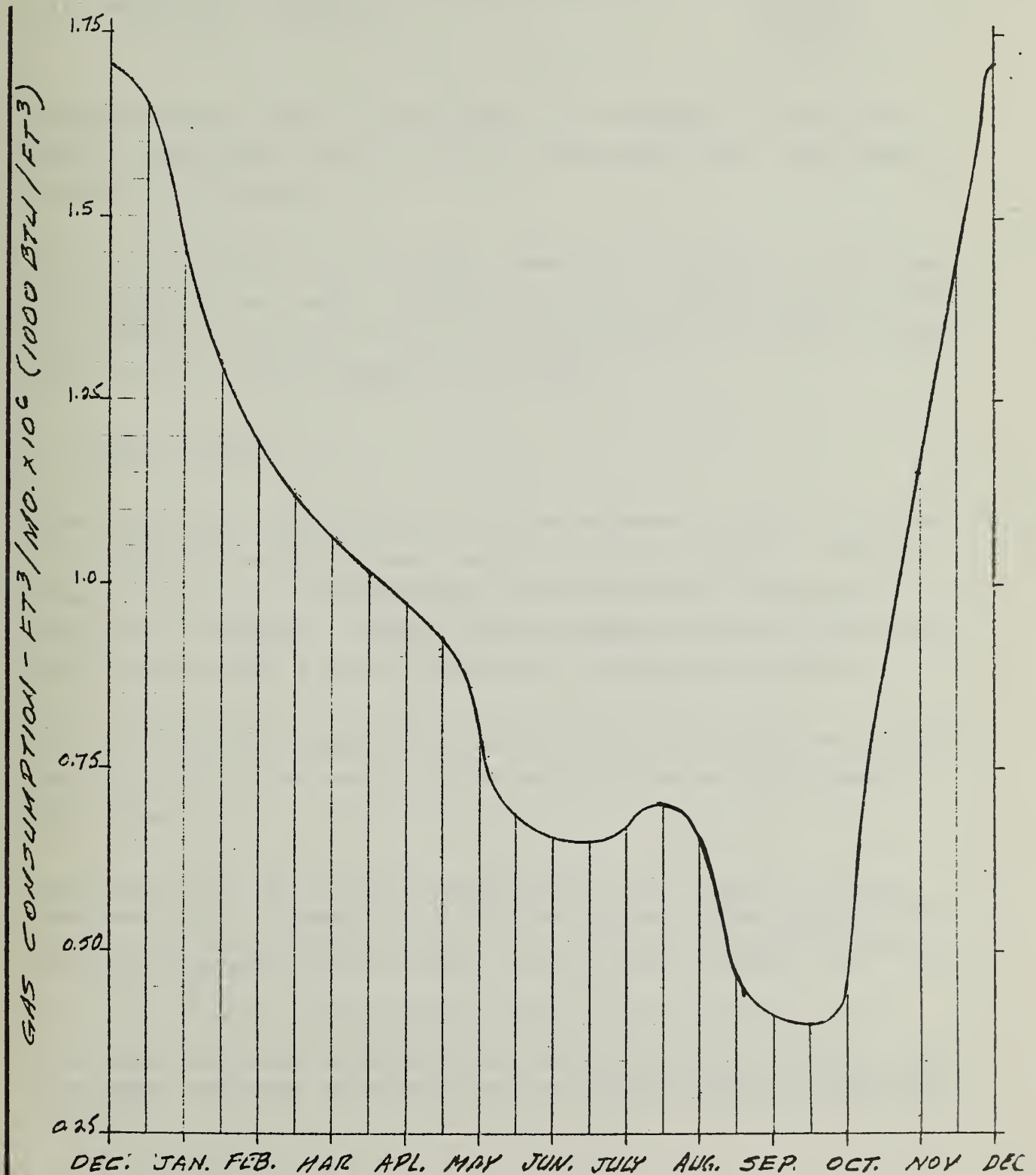
*Letter from Thomas M. Foley, Norris, Beggs & Simpson, October 11, 1974.

FIGURE 14



Source: Skidmore, Owings & Merrill

FIGURE 15
Annual Natural Gas Load Distribution Curve
Proposed Bank of Tokyo Building



Source: Skidmore, Owings & Merrill

Peak demand for domestic water service is calculated as follows:

- | | |
|---|---------------|
| (1) fixture unit method ¹ applied to proposed plumbing fixtures - 1982 fixture units | = 325 gpm |
| (2) mechanical equipment | <u>75 gpm</u> |
| | 400 gpm |

Adequate water supply is available for domestic and fire protection needs from the City of San Francisco Water Department, presented as Appendix D.

Water consumption of the Alaska Commercial Building in 1973 was 7,500 gallons per day.² Activities in the proposed Bank of Tokyo of California building would use approximately 10 times as much water as the Alaska Commercial Building.

b. Sewer Service

Sewer service in the vicinity of the proposed project consists of a combined sanitary sewer and storm drain system. Sewage from this site is transported to the North Point treatment plant for treatment. Sewage flow is estimated to be 37,800 gallons per day with a peak flow of four gallons per second.

The estimated ACB sewage flow in 1973 was 9,960 gallons per day.³ Sewage flow for the new building would increase approximately four times.

¹This method gives the relative probable maximum water demand for various types and kinds of plumbing fixtures which can then be translated into gallons per minute by a standard chart as described in Sizing of Services, Meters and Housepipes, Oscar Goldman, Columbia Graphs, Columbia, Conn., 1955.

²Letter from Thomas M. Foley, Norris, Beggs & Simpson, October 11, 1974.

³This number may be high because actual sewage flow was not measured in 1973; this number represents an estimate based on National Standard Plumbing Code criteria.

The criteria used for estimating sewage flow at the Alaska Commercial Building and the proposed new building is 15 gallons per day per person, as suggested in the 1971 edition of the National Standard Plumbing Code. The number of persons was estimated at one person per 100 square feet of occupied floor area even though building density is not expected to exceed one person per 200 square feet. The San Francisco City Engineer advises that the sewers in the area are adequate to accept sanitary sewer and storm runoff within the design criteria of the once-in-five-year storm (communication presented as Appendix E). However, the North Point treatment plant lacks the hydraulic capacity to meet the five-year storm demands; in case of overflows, the sewage is transported to the outfall at China Basin and is released untreated. The city's long-range wastewater master plan would ultimately provide a long-run solution to the wastewater problem.

c. Solid Waste Removal

Activities in the new Bank of Tokyo of California building would generate approximately 13,700 pounds of solid waste per week as estimated by standards suggested by the California Solid Waste Management Board.* The removal of solid waste from the proposed building would be accomplished by a private collection agency. There would be two solid waste pick-ups per week; solid waste would most likely be removed to the Mountain View landfill, which has approximately eight years remaining before it reaches capacity.

*State of California, Solid Waste Management Board: Solid Waste Generation Factors in California (July 8, 1974).

The Alaska Commercial Building generated approximately 3,300 pounds of solid waste per week in 1973, based on the same standards. Waste was removed to a sanitary landfill once a day by a private collection agency. The new building would generate roughly four times as much solid waste per week, and would require two pick-ups per week instead of one.

3. Transportation

The impact of the proposed project on transportation systems serving the proposed site was analyzed jointly by Gruen Gruen + Associates and D. K. Goodrich, Transportation Engineer. Their research and conclusions are presented in Appendix A.

The traffic which the proposed project would generate is of low volume, amounting to about 60 vehicles per hour at the California-Sansome intersection at evening peak periods compared to existing flows of 718 per hour on California and 500 on Sansome (entering the intersection). Congestion would increase in an already congested area, though not enough to cause either queuing or a perceptible increase in traffic noise. (At present, the background noise level at the site between 7 a.m. and 7 p.m. averages 62 dBA.*)

The impact of the project on transit service would not be significant to any transit service but the San Francisco Municipal Railway (Muni). Muni ridership generated by the site could increase by 250 per day (each patron making two Muni trips). Present Muni service to the site area could absorb this increase in ridership, although it is possible that overcrowding further along Muni routes might result.

*The dBA is a measure of noise expressed in terms of the human hearing range. The sound of a heavy truck or bus accelerating at the site might raise the noise level to 90 dBA.

No change in pedestrian or bicycle movement was disclosed by the analysis. The provision of a truck ramp off Halleck Street would offset the impact of an increase in service vehicle traffic generation. Presently, service trucks must stop on California Street, as the Alaska Commercial Building is served by a sidewalk elevator on California Street.

4. Public Safety

a. Fire Safety

The proposed structure would be a completely sprinklered building. It would also include, as other fire safety features, standpipes with valved outlets on each floor, a 15,000-gallon storage tank inside the structure, with a diesel-driven pump discharging into the fire protection system and an electrical fire pump with suction from the city water system also discharging into the fire protection system. The building would be equipped with floor switches on each sprinkler supply to monitor flows and transmit signals to a supervisory alarm panel.

The San Francisco Fire Department reports that there are high pressure water systems in California and Sansome Streets to meet fire fighting needs at the proposed site.²

The existing Alaska Commercial Building does not meet fire safety standards. During November, 1974, the building was inspected by the California State Fire Marshall's office to determine the extent of alterations which would be required to bring the building into conformance with proposed fire regulations for existing high-rise buildings. The required alterations² under those regulations would have included (1) a new stairway,

¹Telephone conversation with Gilbert G. Bendix, Supt., Bureau of Engineering and Water Supply, S. F. Fire Department, Jan. 13, 1975.

²Recommendations presented by Eldon Landback, Deputy State Fire Marshall, November 19, 1974.

constructed as for smokeproof enclosures, at the northeast end of the building, (2) installation of automatic sprinklers in corridors and stair shafts and over room openings, (3) provision of self-closing or automatically closing 1-3/4" solid wood core doors, (4) permanent closing of transoms; substitution of wired glass for plain glass in transoms, (5) installation of a public address system and a building control station, (6) provision of a standby power source, and (7) installation of exit signs and illumination.

A revised set of emergency regulations has since been adopted and filed (December 31, 1974), which will modify the previous recommendations. However, considerable alterations including many of those previously recommended would be required.

b. Seismic Safety

The site of the proposed Bank of Tokyo building lies within an area of potential seismic activity. A recent review of the potential for earthquake damage in San Francisco indicates that the site lies within an area of major potential hazards of liquification and subsidence, and that ground shaking in case of an earthquake could range from very strong to violent.* The proposed Bank of Tokyo building would be designed and constructed in conformity with seismic safety specifications of San Francisco's building code.

The Alaska Commercial Building exceeds 160 feet in height and thus, to meet present seismic code requirements, would have to undergo a complete structural alteration to create a ductile moment resisting frame. This type of frame, which is required in new high-rise buildings, allows for a degree of lateral sway in case of earth tremors, thereby reducing the likelihood of structural collapse.

*John A. Blume, San Francisco Seismic Safety Investigation, San Francisco, June, 1974.

D. Economic and Fiscal Impacts

1. Construction Employment

Estimates provided by the Dinwiddie Construction Company indicate that the construction of the proposed Bank of Tokyo of California would require approximately 170 person-years of on-site labor at an average annual wage of \$15,500. That is, construction of the building would provide the equivalent of 170 full-time jobs for a one-year duration, thereby providing both a significant number of construction jobs and injecting approximately \$2.6 million into the economy in the form of construction wages and salaries over the duration of the construction period.

Secondary employment effects would result from the direct construction employment because each employed person generates additional employment opportunities in the city by his or her demand for goods and services. The Dinwiddie Construction Company has estimated that 69% of the construction labor would be San Francisco residents. Conservative estimates of the San Francisco income multiplier for the average annual wage indicates that San Francisco resident employees with incomes of \$15,500 would spend approximately 75% of their disposable income in the city. Their purchases become income to those who sell goods and services, and they in turn spend a portion of their income on purchases and so on. The resulting increase in the level of economic activity provides additional jobs to San Francisco residents. The employment multiplier of construction workers living in the city is estimated at about 1.9; i.e., for every 100 jobs provided to San Francisco construction workers, an additional 90 non-construction jobs would be provided to San Francisco residents. Therefore, construction

employment would provide 117 jobs for city residents (69% of 170), and an additional 105 jobs in other sectors of the economy ($(1.9 \times 117) - 117 = 105$). The employment multiplier of construction workers who are non-San Francisco residents would be much lower as they spend very little of their incomes in San Francisco. However, employment would increase in other areas of the Bay Region as non-resident construction workers spend their incomes throughout the region, and the multiplier works through the economy.

The jobs which are provided in the construction industry are temporary, but it is the very nature of the construction industry that construction workers continually move from one temporary construction site to another without changing residence.

2. Employment in Completed Project

The total employment of the new building is ultimately expected to be 1,100 persons. The Bank of Tokyo of California and the San Francisco Agency of the Bank of Tokyo, Ltd. together would employ roughly 500 persons by 1983, an increase of 186 employees over the 314 employees who would be transferred to the new building when it opens in 1977.

Approximately half of the bank's employment is expected to consist of jobs requiring only entry-level skills (skills typical of high-school graduates); 25%-35% of the jobs require some training and the remaining 15%-20% of the jobs require professional training.

4. The fourth part of the document discusses the implications of the findings and the steps that should be taken to address any issues identified. It emphasizes the need for a proactive approach to problem-solving and the importance of involving all stakeholders in the process.

5. The fifth part of the document provides a summary of the key findings and conclusions of the study. It highlights the main points of the report and provides a clear overview of the results.

6. The sixth part of the document discusses the limitations of the study and the areas for future research. It acknowledges the constraints of the study and identifies the key areas that need to be explored in more detail.

7. The seventh part of the document provides a conclusion and a final statement of the findings. It summarizes the main points of the report and provides a clear overview of the results.

8. The eighth part of the document provides a list of references and a bibliography. It includes all the sources of information used in the study and provides a clear overview of the literature in the field.

9. The ninth part of the document provides a list of appendices and a bibliography. It includes all the supplementary materials used in the study and provides a clear overview of the literature in the field.

10. The tenth part of the document provides a list of appendices and a bibliography. It includes all the supplementary materials used in the study and provides a clear overview of the literature in the field.

The Bank of Tokyo of California has developed an affirmative action program to assure that employment opportunities are made available without regard to sex, race, religion, age or ethnic background. A description of the program is presented as Appendix F.

San Francisco's labor market is characterized by relatively high unemployment among unskilled and marginally skilled persons. The Bank of Tokyo plans to add approximately 90 positions by 1983, which could be filled by such persons. Because tenants in the proposed new building have not been determined, other employment opportunities in the building cannot be predicted.

3. Fiscal Impacts

The existing land uses on Assessor's Block 238, Parcels 3, 4 and 5, have a total declared assessed valuation of \$944,500 as of March 1, 1974. This figure is broken down by land and improvements in Table IV-1.

TABLE IV-1

Existing Assessed Valuation of Site
of Proposed Bank of Tokyo Building

<u>Block 238 Parcel</u>	<u>Land</u>	<u>Improvements</u>	<u>Total</u>
3	\$249,250	\$ 750	\$250,000
4	160,500	500	161,000
5	<u>245,875</u>	<u>287,625</u>	<u>533,500</u>
TOTAL	\$655,625	\$288,875	\$944,500

Source: San Francisco Assessor's Office

At a San Francisco property tax rate (July 1, 1973 - June 30, 1974) of \$12.25 per \$100 of assessed valuation, these parcels generated approximately \$115,700 in city tax revenue in the most recent fiscal year. In the current fiscal year, the same assessed valuation would generate \$120,400 of the present \$12.75 tax rate.

The contribution of the proposed project to city tax revenues can be estimated from the current assessed valuation of land on the site and the project's estimated construction cost. Present assessed valuation of land on this site is \$655,625. The estimated construction cost of the project has been set at \$16,600,000. Thus, at a ratio of market to assessed valuation of 4 to 1, the assessed valuation of the building would be in excess of four million dollars. The total assessed valuation of the project would exceed \$5 million, producing more than \$635,000 annually in tax revenue at the 1974-75 tax rate of \$12.75. This represents an increase in city tax revenue of almost \$520,000 per year. This increase would be applicable to increased city costs for such public services as police and fire protection which might result from the proposed project.

E. Cultural Impacts

A major impact of the proposed project is the removal of the Alaska Commercial Building and the consequent alteration of the visual environment in the site neighborhood. The visual quality of the present setting is evoked by a series of photographs of existing conditions presented as View 1 through View 8, as indicated on the map presented as Figure 16, which is a key to the perspectives from which the photographs were taken.

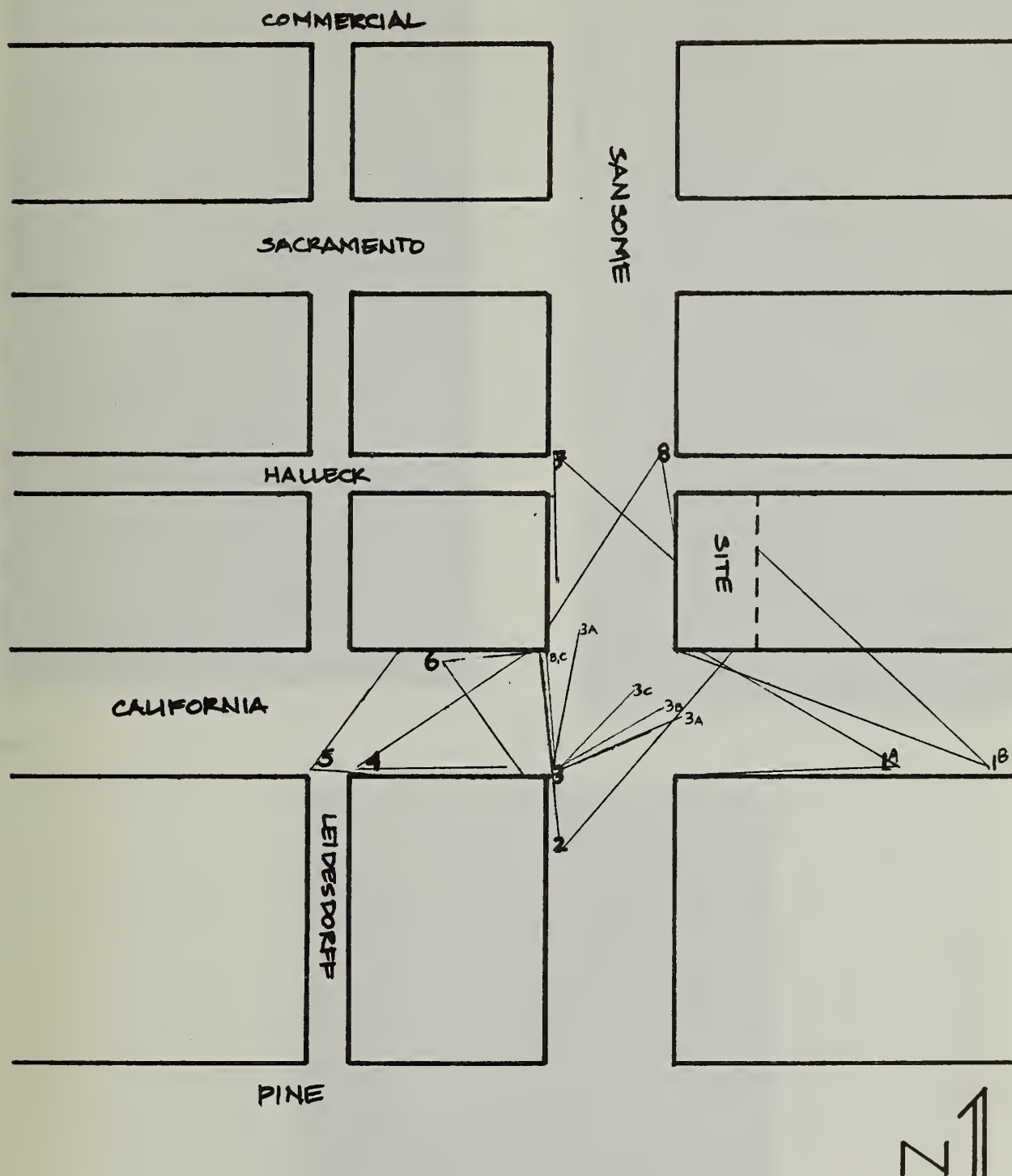


FIGURE 16

VISUAL INVENTORY

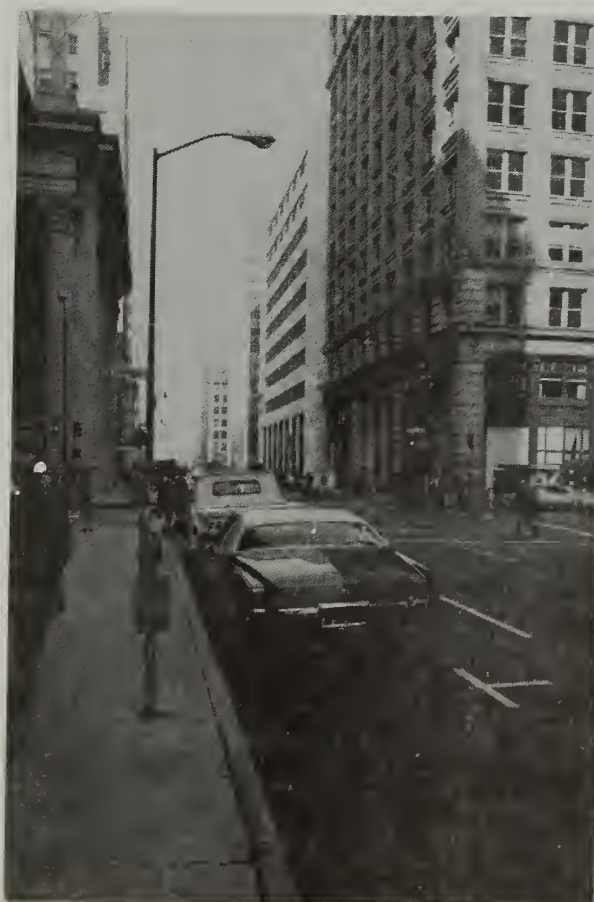
Key to Pedestrian Views
Vicinity of California & Sansome



view 1a



view 1b



view 2



view 3a



view 3b



view 3c



view 4



view 5



view 6



view 7



view 8

To the California or Sansome Street pedestrian, much of the detail of the exterior of the Alaska Commercial Building is difficult to grasp. The elevation visible from the greatest distance, the east elevation, is a blank wall. The ornamented elevations are cut off from distant vistas by neighboring buildings. Even if this were not the case, the fineness of the ornament makes it obscure to the unaided eye from street level, and the structure itself is undistinguished.

But the merit of the Alaska Commercial Building does not lie in the view from the street, either of the building's form or its detail. Rather, it is its function as a reflection of the city's commercial history which is of cultural significance to the community, a significance expressed in the use of surface ornament to recall the history and activities of its original builder, the Alaska Commercial Company. Appendix B presents a history and architectural analysis of the Alaska Commercial Building.

The Landmarks Preservation Advisory Board is scheduled to review this Environmental Impact Report at its January 22, 1975 meeting.

V. ANY ADVERSE ENVIRONMENTAL EFFECTS WHICH CANNOT BE AVOIDED
IF THE PROPOSED PROJECT IS DEVELOPED

In the preceding sections of this study, the potential of the proposed Bank of Tokyo of California development to affect the environment in a wide variety of areas has been reviewed.

In this section of the report, adverse impacts which cannot be avoided if the development proceeds and which are not planned to be mitigated or are unmitigatable are identified. These impacts are of two general types: those deriving from an increased intensity of use of the site and those deriving from the loss of the existing structure on the site.

A. Adverse Impacts Relating to Increased Intensity of Use

Since no change in the basic use of the site is involved, and because that use (office) is appropriate to the location selected, most of the changes in environmental conditions induced by the development would be changes in magnitude of environmental effect rather than in type of effect. Thus, for example, demand on city facilities (such as water supply and wastewater removal) would increase. Existing city facilities serving the site are sized for a higher volume of flow than the present site generates; thus, increases anticipated due to the proposed development could be readily absorbed.

Increased employee density on the site may result in a slight increase in CBD-oriented auto traffic as set forth in Appendix A.

B. Adverse Impact Relating to Removal of the Alaska Commercial Building

The second type of unavoidable adverse effect is the removal of the Alaska Commercial Building, the preservation of which has been advocated by some individuals and by the Foundation for San Francisco's Architectural Heritage (this is the major civic group advocating preservation of the Alaska Commercial Building). The merit of the Alaska Commercial Building lies less in its architectural distinction than in its ornamentation, which recalls the association of its original builder, the Alaska Commercial Company, with Alaska and the north Pacific.

Although some mitigation measures would be undertaken - the carved granite walruses would be transferred to the new building - the Alaska Commercial Building as a unified architectural entity expressive of the past of San Francisco and the north Pacific would be lost.

VI. MITIGATION MEASURES PROPOSED TO MINIMIZE THE IMPACT

The proposed project incorporates a number of systems, components and techniques designed to reduce energy consumption. These include the following:

- variable air volume heating, ventilating and air conditioning system (this system varies the quantity of air circulated in proportion to the heating or cooling load);
- optimum use of outdoor air for interior cooling whenever conditions are appropriate;
- use of heat-absorbing glass and draperies to reduce solar heat gain and heat loss through windows;
- return of circulated air through lighting fixtures to cool fixtures and reduce room cooling loads;
- use of electric ignition rather than continuous gas pilots on boilers;
- discontinuation of air distribution during off hours except for those areas specifically requiring continued operation; and
- incorporation of an operation and maintenance program specifically designed to reduce energy consumption.

The proposed building would be insulated against outside street noise, estimated at 62 dBA (see p. 38).

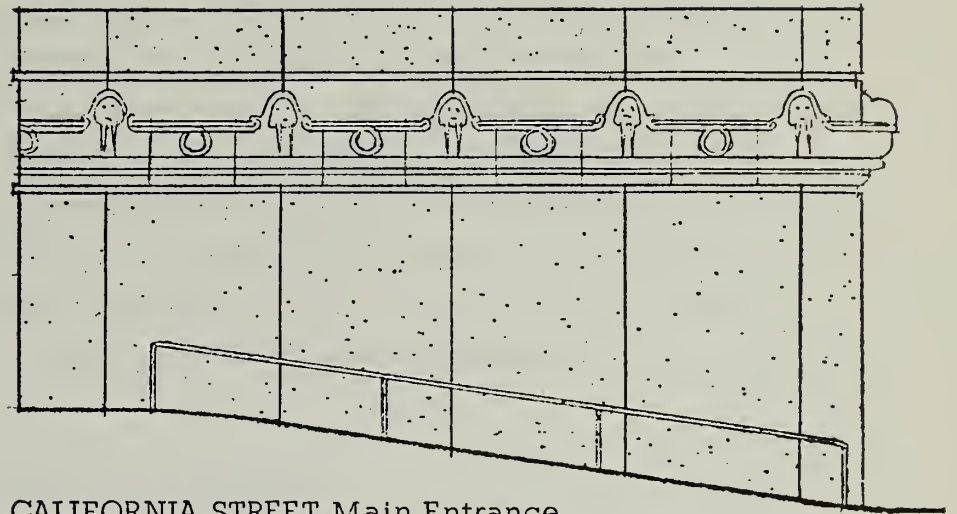
The proposed project has purposely not included parking facilities, which is in line with city objectives to reduce automobile transportation in favor of public transportation systems.

Demolition of the Alaska Commercial Building and construction of the Bank of Tokyo building would be carried out by the Dinwiddie Construction Company. During the construction period the following mitigation measures would be taken:

- sprinkling of dust areas as necessary;
- limitation of trenching in Sansome and California Streets for utility connections to a single two-day weekend;
- removal of excavation and construction debris by the contractor;
- supervision of construction traffic flow by the contractor in cooperation with the San Francisco Police Department to ensure minimum disruption of normal traffic flow; and
- general construction noises would not exceed those permitted under City Ordinance 274.72, Paragraph 2907, subparagraph C.

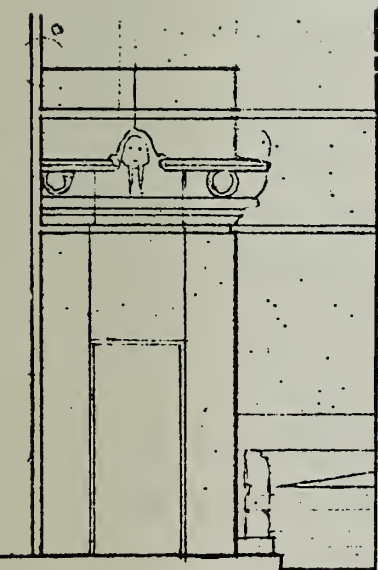
The excavation would raise the possibility of archaeological discoveries. Since the site as recently as 1850 was under water (Yerba Buena Cove), it is not anticipated that any aboriginal artifacts will be encountered above the clay layer (although historical artifacts may be present above the clay layer in the fill material). Any archaeological material found would most likely be in the sands below the clay layer (see the cross-sectional diagram, Figure 7B, p. 17) and would represent material dating from ca. 5000 B.C. when San Francisco's shore extended farther into the bay and the site may have been inhabited. A find of this type could be of major archaeological importance. Should anything of potential historical or archaeological importance be found on the site, the contractor will be legally bound to stop construction to permit professional evaluation of the find.

The loss of the Alaska Commercial Building would be mitigated, in part, by the salvaging of key artifacts from the structure. The carved granite walruses (Figure 11, p. 27) would be integrated into the exterior walls adjacent to the main entrances of the new structure, as is shown in Figure 17. The existing marble directories and heavy metal lamps in the lobby of the ACB would also be transferred to the new building. Similar plans have been made for the capitals from the columned portico, and the architect is investigating the possible re-use of other elements as the interior design of the new structure proceeds.



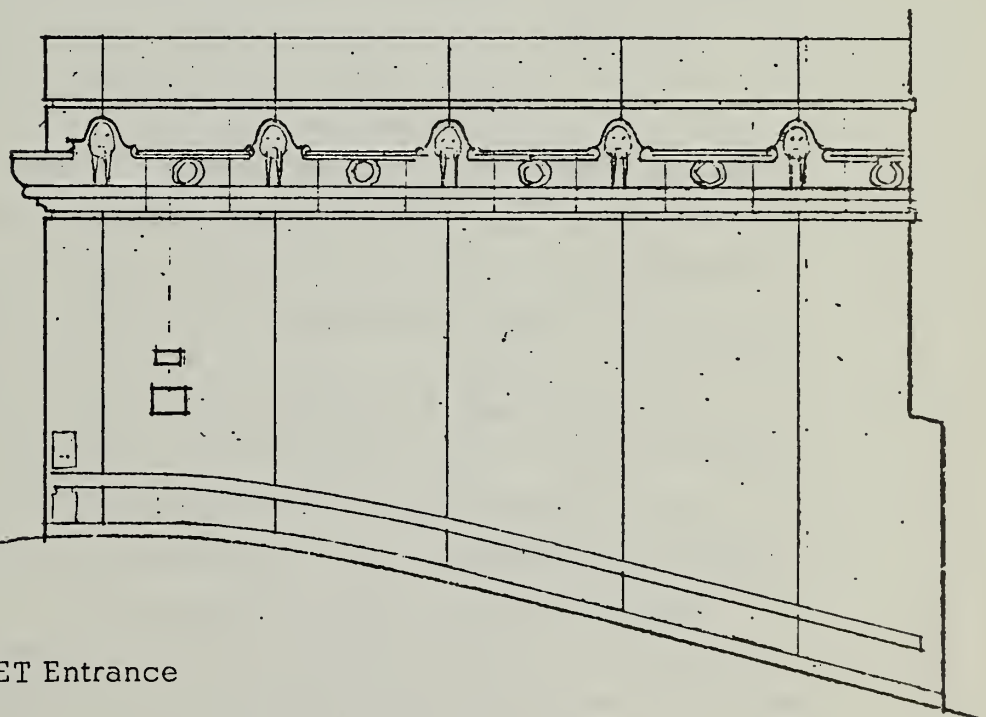
CALIFORNIA STREET Main Entrance

(looking east)



HALLECK STREET Entrance

(looking south)



(looking east)

FIGURE 17

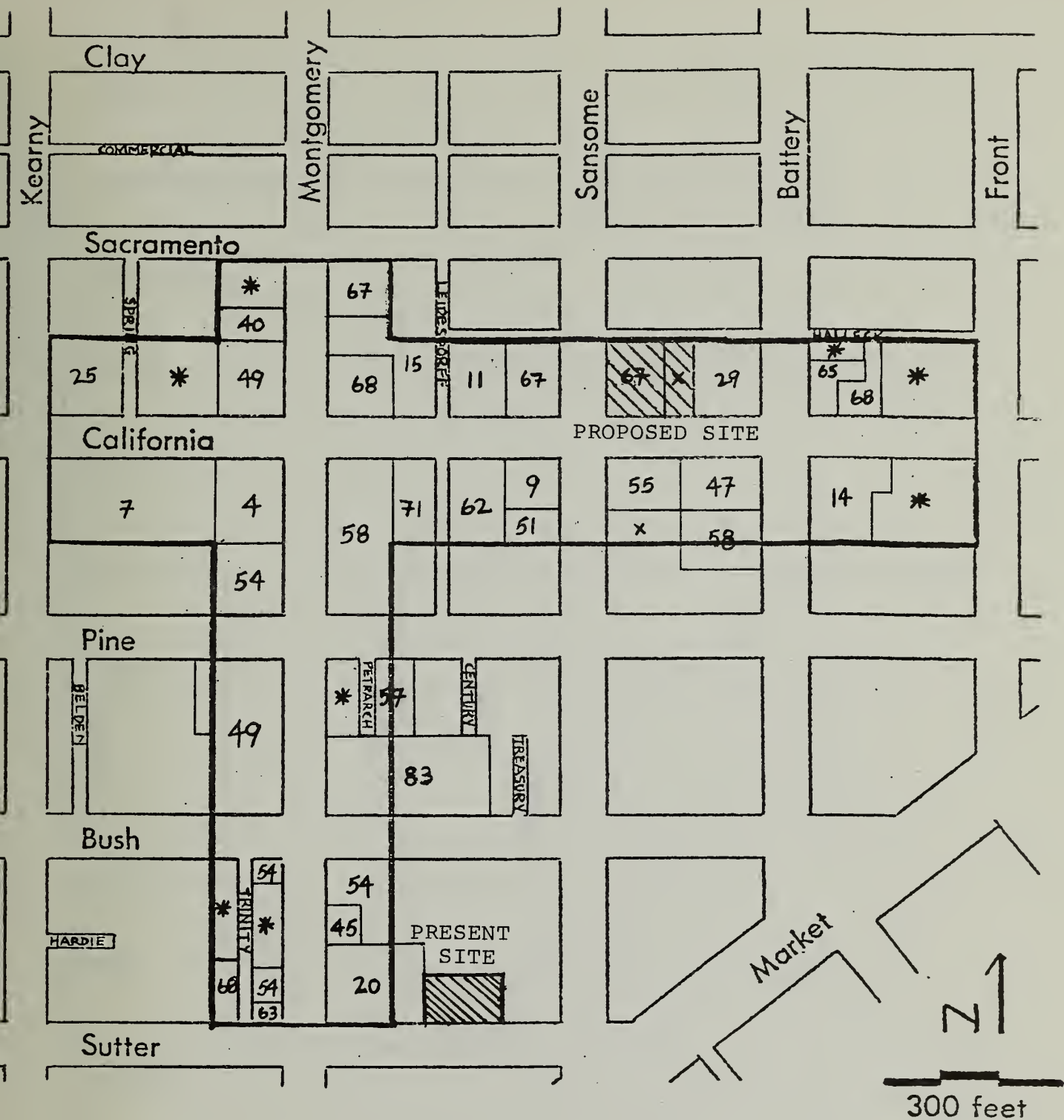
Use of Walrus Head Artifacts
In Proposed Bank of Tokyo Building

VII. ALTERNATIVES TO THE PROPOSED PROJECT

The evaluation of the environmental impact of a proposed project should be performed in a context in which alternatives to the proposal are recognized. This section of the environmental impact report serves the function of making those alternatives explicit. In the case of the proposed Bank of Tokyo of California building, three distinct alternatives emerge for consideration: the alternative of realizing the bank's development program at another site, the alternative of a different development program on the proposed site, and the alternative of no project. These alternatives are reviewed below.

A. Alternative Sites for the Project

The Bank of Tokyo of California seeks a location in the heart of the financial district in order to enjoy the advantages of propinquity to trading companies and other banks. A site search was conducted to identify potential sites within the area suitable to the Bank of Tokyo (California Street between Front and Kearny, and Montgomery Street between Sutter and Sacramento, as shown in Figure 18). Several brokers assisted the bank in the search, which was conducted over a period of 18 months. Figure 18 shows the age in years of buildings in the site search area, and Figure 19 the height of those buildings. The lower California St. site was selected because it was the only available site in the core of the financial district of an appropriate size. Because no other sites were available, an alternative site would have been equivalent to no project, as the Bank of Tokyo of California would have had to remain at its present Sutter Street location.



KEY:

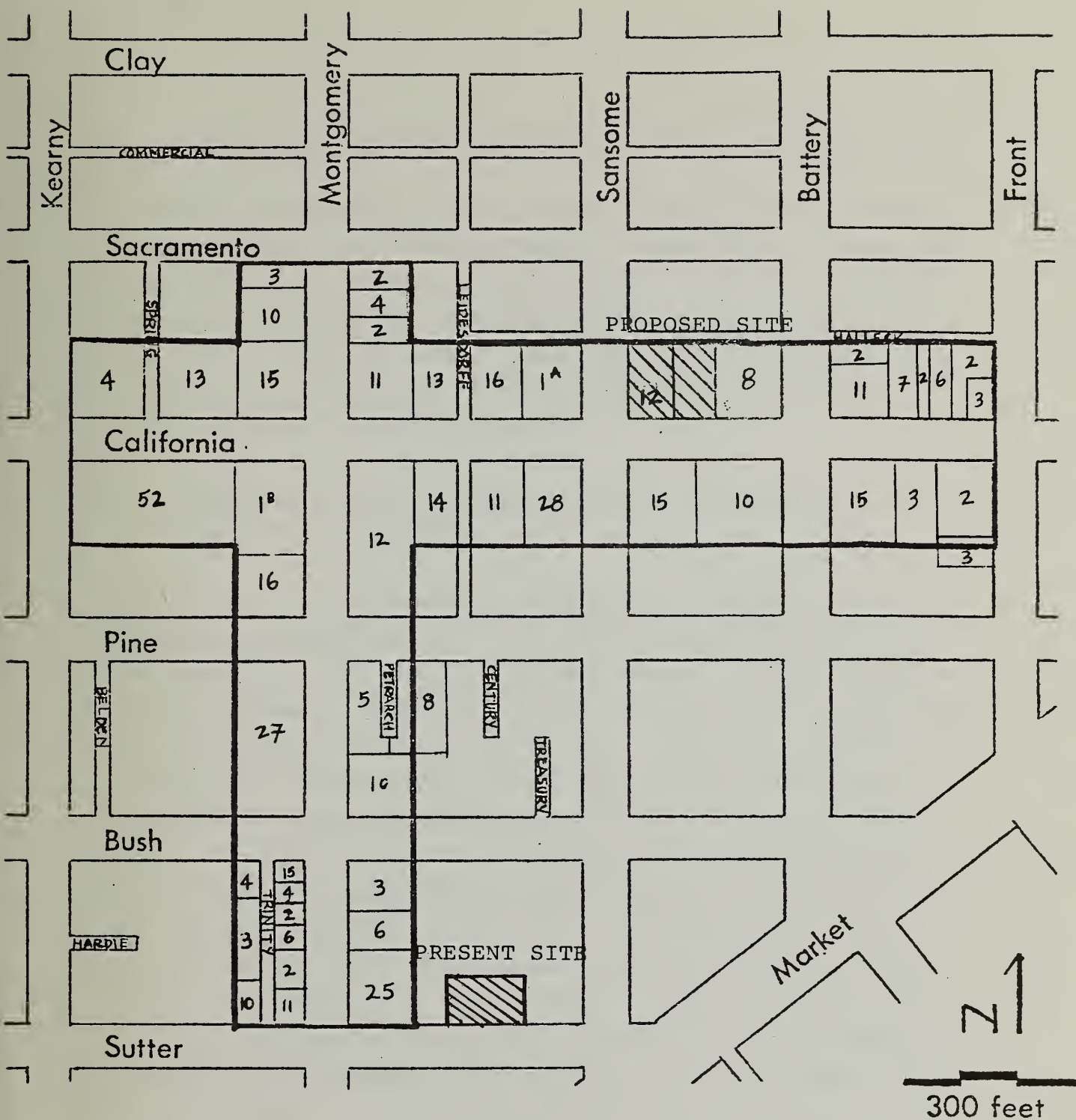
Numbers = age of buildings in years

x = no building

* = information not readily available

FIGURE 18

Search Area for Project Site and Age of Existing Buildings



KEY:

- 1^A - one actual story: comparable to 3 stories
 1^B - one actual story: comparable to 5 stories
 numbers refer to number of stories

FIGURE 19
Height of Existing Buildings in Search Area

B. Alternative Development Program for the Proposed Site

The key alternative to the proposed project would involve preservation of the Alaska Commercial Building, either as part of a two-structure complex (i.e., the older building complemented by a new structure on the unbuilt portion of the lot) or independently. Both of the possibilities were considered by the Bank of Tokyo of California and its architect, Skidmore, Owings & Merrill.

1. Combination of Alaska Commercial Building with a New Structure to the West

The architects considered a scheme of attaching the Alaska Commercial Building (ACB) to a new structure to the west, co-planar with the old. The combination of new and old was found to pose a number of practical problems. At a minimum, the ACB would have had to have been altered to conform to fire safety requirements. This step alone would have involved an investment of sufficient magnitude that little other renovation could be accomplished without exceeding that level of rehabilitation expenditure beyond which seismic safety provisions would also have to be met. Thus, while the immediate total space requirements of the bank could have been met by this scheme, remodeling of the ACB to meet the bank's functional requirements (for example, a spacious ground floor banking hall is desired) would have been limited.

The possibility of bringing the ACB up to seismic safety requirements does exist. However, to do so would be extremely costly, as major structural alteration would be involved. The architect points out that, since the existing building exceeds

160 feet in height, it would have to contain a ductile moment resisting frame in order to comply with the present code requirements relating to seismic safety.

It would not be possible to create a ductile moment resisting frame through modest structural modification--a completely new structural framework for the Alaska Commercial Building would have been required. The architect and the Bank of Tokyo of California therefore concluded that this alternative was not feasible.

2. Retention of Alaska Commercial Building Without New Construction

This alternative poses the same types of problems as those discussed above. To create the type of office space preferred for its operations, substantial remodeling of the Alaska Commercial Building would have been required. New walls and partitions, new ceilings, new lighting fixtures and central air conditioning would have been required. Such substantial remodeling would have meant, essentially, gutting the building before reconstruction could begin.*

For alteration work so extensive, Section 104.C of the San Francisco Building Code requires that the building being remodeled be brought up to present code standards, including life safety provisions and seismic construction standards. This approach was considered excessively costly. Though, of course, the total cost would not equal that of reconstructing the ACB to meet code requirements and providing a new adjoining structure as well, the alternative of combining a rebuilt ACB with a new structure would meet the bank's space requirements; the ACB alone is not large enough to meet the bank's space needs.

*Exchange of letters between Skidmore Owings & Merrill and S.F. Dept. of Public Works are presented as Appendix G.

C. The Alternative of No Project

The alternative of no project would mean that the Bank of Tokyo of California would temporarily remain at its site at 58 Sutter Street. This alternative is unsatisfactory for at least three reasons:

1. The Bank of Tokyo of California has been expanding rapidly over the last five years, and is experiencing overcrowding at its present location. The Bank can accommodate present and future space requirements more conveniently in its own building.
2. The Agency of the Bank of Tokyo, Ltd., is presently located at 301 California Street. Because the Bank of Tokyo of California works very closely with the Agency, the location of the Agency in the new building would greatly improve and facilitate operations.
3. The Bank of Tokyo of California's lease at 58 Sutter Street expires in 1977. There is concern that this lease will not be renewed and the Bank will be required to relocate at that time.

D. The Proposed Project: Design Alternatives

In the process of designing a major structure such as that proposed in this project, the final outcome is the result of several evolutionary steps. The first of these is a series of height-bulk studies. The architect begins with a site of a certain size and, working within the permitted height-bulk framework of San Francisco ordinances, comes up with a building shape which is both aesthetically satisfying in terms of the visual context in which it is located and serves the needs of the particular client in terms of the kinds of

activities to be undertaken within it. Because land value in downtown areas tends to be a function of the building envelope permitted under city ordinances, it is generally the case that downtown structures are built to the maximum floor area ratio (FAR) permitted.

The maximum permitted floor area ratio could be achieved through a number of alternative combinations of coverage and height. In selecting from among these alternatives, the architect also takes into consideration the fact that construction costs can vary according to the shape of the building. The greater the ratio of surface area to building coverage area, the more expensive the construction costs. Thus, it tends to be the case that construction cost for a given FAR is minimized when the entire buildable site is covered. In the case of the Bank of Tokyo of California building, a taller, narrower building might have served as a design alternative in conformity to city ordinances. However, this option was not given serious consideration because of higher construction costs.

Once the shape of the building is determined, many alternative approaches to its structure and detailing can be considered. In the case of the Bank of Tokyo of California building, the function of the building proved to be a telling element in the building's design. What was required by the bank on the ground floor was a large banking hall with no structural supports in the center of the building. Under these circumstances, the architect was required to place the major structural supports for the building at the corners so as to permit the central space on the ground floor to be column-free. Since this functional attribute of the structure was of overriding importance, the alternative designs considered had to do with the architectural detailing of the exterior rather than with the structure per se.

There were other important influences on the design which resulted in the particular proposal developed. It was desirable, for example, that the building be light in color consistent with the city's urban design policies. The architectural characteristics of the surrounding buildings, and particularly the distinguished Bank of California Building at Sansome and California, also supplied the architectural vocabulary for the proposed Bank of Tokyo of California building: the columns and plinths (column bases) of the Bank of California Building are reflected in the proposed Bank of Tokyo of California building, in which the entire base of the building could be viewed as a plinth from which the office shaft, with its predominantly vertical articulation, rises like a column.

Once FAR, construction costs, ground level layout, color, and appropriate architectural treatment were considered, the basic elements of the design had been determined and alternatives considered involved only very minor changes from the design presented in Figure 5, page 9.

E. Effect of Alternatives on Relative Magnitudes of Environmental Impacts

Table VII-1 displays the major environmental impacts which are readily quantifiable for each of three principal alternatives: the Alaska Commercial Building (ACB) as is, the combination of the ACB and a new adjoining structure (of 244,00 sq. ft. gross, the maximum which would be permitted) and the proposed project. Transportation impact, which is not quantified, may be assumed to be a function of employment.

Obviously, the first two alternatives offer the possibility of retaining the Alaska Commercial Building.

TABLE VII-1

Differential Impacts of Three Alternatives

	Alaska Commercial Building	Combination of ACB and a New Adjoining Struc- ture of 244,000 square feet ¹	Proposed Project
Annual Electricity Consumption (KWH's) ²	624,000	4,800,000	4,500,000
Annual Natural Gas Consumption (BTU's) ²	7.4 billion	18 billion	12 billion
Average Daily Water Consumption (gallons)	7,500	59,400 ³	75,600
Average Daily Sewage Flow (gallons)	10,000	36,000	37,800
Annual Solid Waste Generation (pounds)	173,000	660,000	714,000
Employment at Site (persons)	330	1,080	1,100
City Property Tax Revenue (@ \$12.75 per \$100)	\$120,000	\$520,000 ³	\$640,000

¹Figures in this column represent the sum of relevant estimates for the new and the older building. The total for this alternative exceeds that of the total for the proposed project in energy consumption even though the total employment would be less, because the ACB is less energy-efficient than a new structure would be.

²The state of the art and economics of solar heating has not progressed beyond usage for residences and swimming pools to date, and was not considered for the Bank of Tokyo building.

³Based on construction cost of new structure estimated at \$12.5 million.

VIII. THE RELATIONSHIP BETWEEN THE LOCAL SHORT-TERM USE OF
MAN'S ENVIRONMENT AND THE MAINTENANCE AND ENHANCE-
MENT OF LONG-TERM PRODUCTIVITY

A. Cumulative Impacts of the Proposed Project

Among the cumulative impacts of the proposed project is first, the immediate increased concentration of financial activity along lower California Street effected by the addition of the Bank of Tokyo of California. Second, due to the agglomerative pull of the financial sector, additional financial activity would be attracted to the area. Third, a potential for increased trade (including import-export activity) exists because of considerable international banking activities in the Bank of Tokyo of California and other banks in the area.

Financial industries form a basic sector of San Francisco's economy. The presence of financial establishments attract other businesses which require financial services, most notably trade activities. The location of the Bank of Tokyo of California at the proposed site would increase the density of financial activity in San Francisco, and because of the bank's emphasis on international banking, it would also affect international trade. These two effects would tend to strengthen San Francisco's basic economic sectors of trade and finance.

Because increased economic activity brings with it more business establishments, daytime population densities would increase. Employment at the site would more than double. The overall increase in intensity of activity might result in some adverse impacts with regard to air quality, urban crowding and other problems associated with increased densities.

B. Potential (if any) of the Project for Reducing the Range of Beneficial Uses of the Environment

The proposed site and nearby areas are presently used for office buildings. Since the proposed project will result in no significant change in land use, there is no potential for the project's reducing the range of beneficial uses of the environment.

C. Potential (if any) of the Project to Pose Long-Term Risks to Health and Safety

Improved seismic and fire safety would result from the proposed project.

D. The Costs and Benefits of Utilizing the Site Now, Rather than Reserving It for Alternative Future Use

The location of the proposed site is in an already intensely developed area, where large commercial office buildings make up the majority of all land uses. Because there is no present reason to anticipate change in this land use pattern, and because surrounding uses tend to establish the use of any given site, it is likely that use of the proposed site for a high-rise office building would eventually occur.

Construction of the building now rather than later would not affect its alternative future use, and construction now would provide certain advantages. Short-term construction impacts and new office space would be traded off against the potential for preserving the Alaska Commercial Building for future modification which would be required to provide safe occupancy. Provision of additional office space in the financial district would ease the present tight supply of first-class office space.

IX. IRREVERSIBLE ENVIRONMENTAL CHANGES WHICH WOULD BE INVOLVED IN THE DEVELOPMENT OF THE PROPOSED PROJECT

A. Structural Demolition

The Alaska Commercial Building, which presently occupies the proposed site, would be demolished and this would be an irreversible impact.

B. Impact on Non-Renewable Resources

The project anticipates the use of standard construction techniques and materials; i.e., steel, concrete, glass and so forth. These materials will not be salvageable in the short run. In the long run, steel and glass would most likely be salvaged and reused. The present use of materials in the proposed project will preclude their use for any other purpose for the life of the proposed project.

The project is committed to the usage of limited energy resources. Natural gas and electricity (which is produced from non-renewable natural resources) would be consumed during the construction and final operation of the building. Energy would also be consumed in the production of materials that would be used in constructing the building. The commitment of these resources would be required regardless of the location of this project.

C. Possibility of Irreversible Damages Resulting from Environmental Accidents

The project is not expected to generate any irreversible damages resulting from environmental accidents.

X. THE GROWTH-INDUCING IMPACT OF THE PROPOSED PROJECT

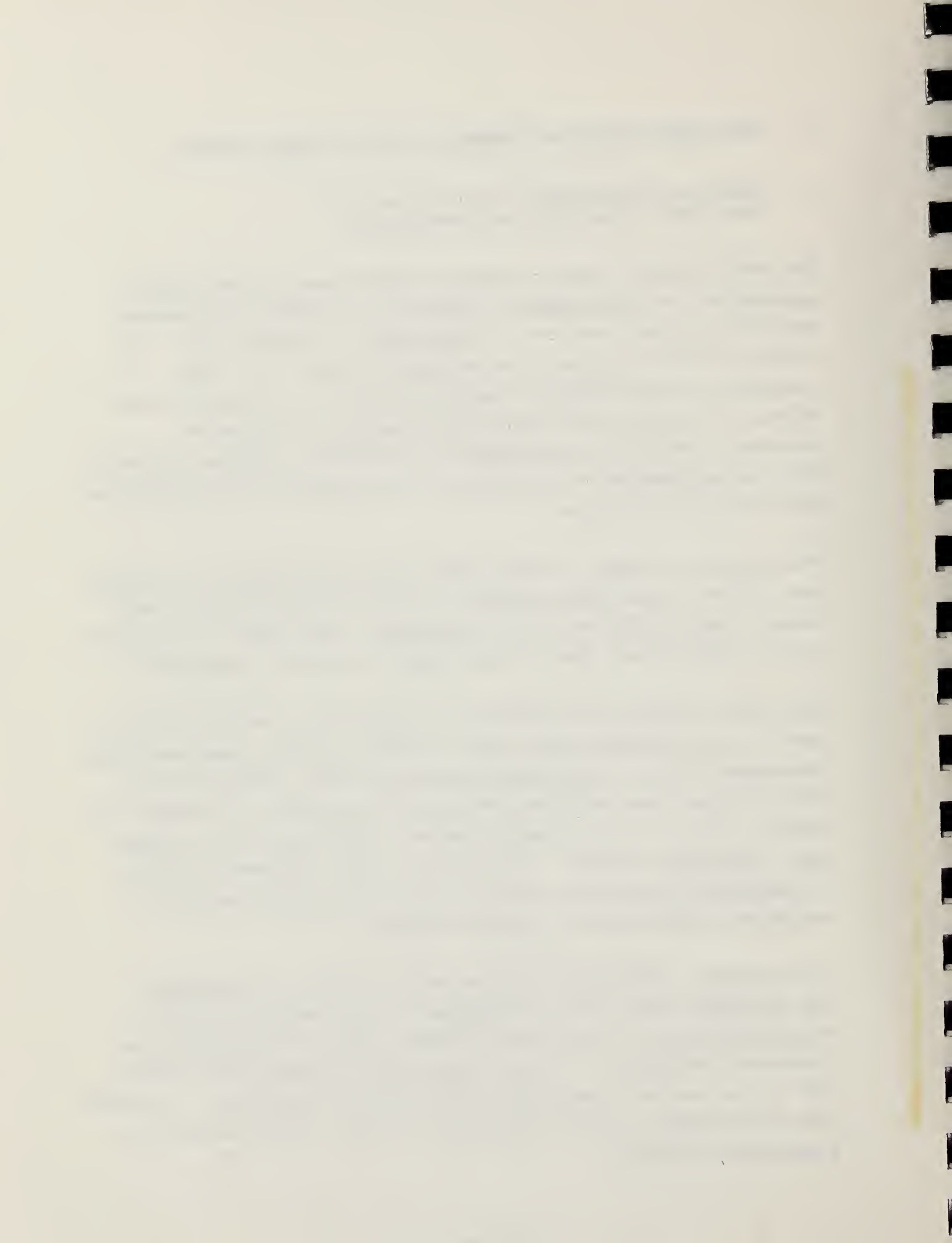
A. Short- and Long-Term Direct Effects on the City's Population and Employment

The major effect that the project would have on the city's population and employment is through its impact on economic activity in San Francisco as discussed in Section VIII. By virtue of the fact that the proposed project is a bank locating in the downtown financial district, it may have the effect of strengthening the agglomeration of economies presently existing in downtown San Francisco, thereby increasing the agglomerative attraction of San Francisco for business and financial services.

The project's impact on the city's population would be through its effect on the availability of jobs to San Francisco residents; the population of the Bay Region would also be affected to the extent that jobs are provided to non-city residents.

The Bank of Tokyo of California is expected to employ 314 persons at the proposed site when it opens in 1977. Because these employees will be transferred from the bank's offices at 58 Sutter Street and from the office of the Agency of the Bank of Tokyo, Ltd. at 301 California Street, there will be no immediate employment effect. However, by 1983, the Bank of Tokyo of California estimates that it will hire approximately 200 additional employees at its new location.

The Personnel Department of the Bank of Tokyo of California has indicated that 62% of employees at the bank and the San Francisco Agency of the Bank of Tokyo, Ltd. are presently San Francisco residents. If this proportion is maintained, about 124 of the new bank employees would be city residents. In 1983, 300 of the bank's total employment of about 500 would be San Francisco residents.



Other tenants in the new building are expected to provide employment for 600 persons. Because tenants of the new building have not been determined, the number of new employees and the number of employees transferred from other locations cannot be easily determined. However, it can be estimated that approximately 60% of the total employment, or 360 persons, would be San Francisco residents.*

Roughly 50% of the new jobs provided by the Bank of Tokyo of California would require relatively low-level skills. Therefore, the project's direct impact on the labor force would be to prevent an increase in unemployment of city residents, although the small number of persons involved make this effect negligible. No impact on city population is anticipated as a result of this project.

B. Likely Indirect Impact in Terms of Development of Other Facilities

In addition to the direct effects of the project on the number of jobs provided to San Francisco residents, there would be a secondary or indirect effect on the city's economy. This secondary effect occurs because each employed person generates additional employment opportunities and income in the city.

The resultant "employment multiplier" of the jobs provided directly by the bank is estimated at 1.6. Therefore, since the bank would provide approximately 130 additional jobs to city residents by 1983, an additional 78 jobs would be provided to city residents in other sectors of the economy. Because such a small number of jobs is involved, the indirect effects on employment are negligible and no adverse growth-inducing impact would be likely.

*U.S. Census: Journey to Work, U.S. Census, 1970.

2. The second part of the document focuses on the implementation of the proposed changes. It details the steps involved in the transition process, from the initial planning phase to the final execution. This section also addresses the potential challenges and risks associated with the changes, providing strategies to mitigate them.

3. The third part of the document discusses the impact of the changes on the organization's overall performance. It presents data and analysis showing the positive effects of the changes, such as increased efficiency and cost savings. This section also highlights the areas where further improvements are needed and provides recommendations for future actions.

4. The fourth part of the document provides a summary of the key findings and conclusions. It reiterates the importance of the changes and the need for continued monitoring and evaluation. This section also includes a list of references and a glossary of terms used throughout the document.

The other developmental impact would occur as a result of an increased agglomeration of financial activities in downtown San Francisco, which has already been discussed in Section VIII. Essentially, the main functional impact of the bank would be to strengthen further the financial sector of San Francisco and to contribute to the economic viability of the entire downtown business sector.

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A bibliography for Appendix C appears at the end of that
appendix.

APPENDIX A

TRANSPORTATION IMPACTS*

I. PROJECT DESCRIPTION AS IT RELATES TO TRANSPORTATION

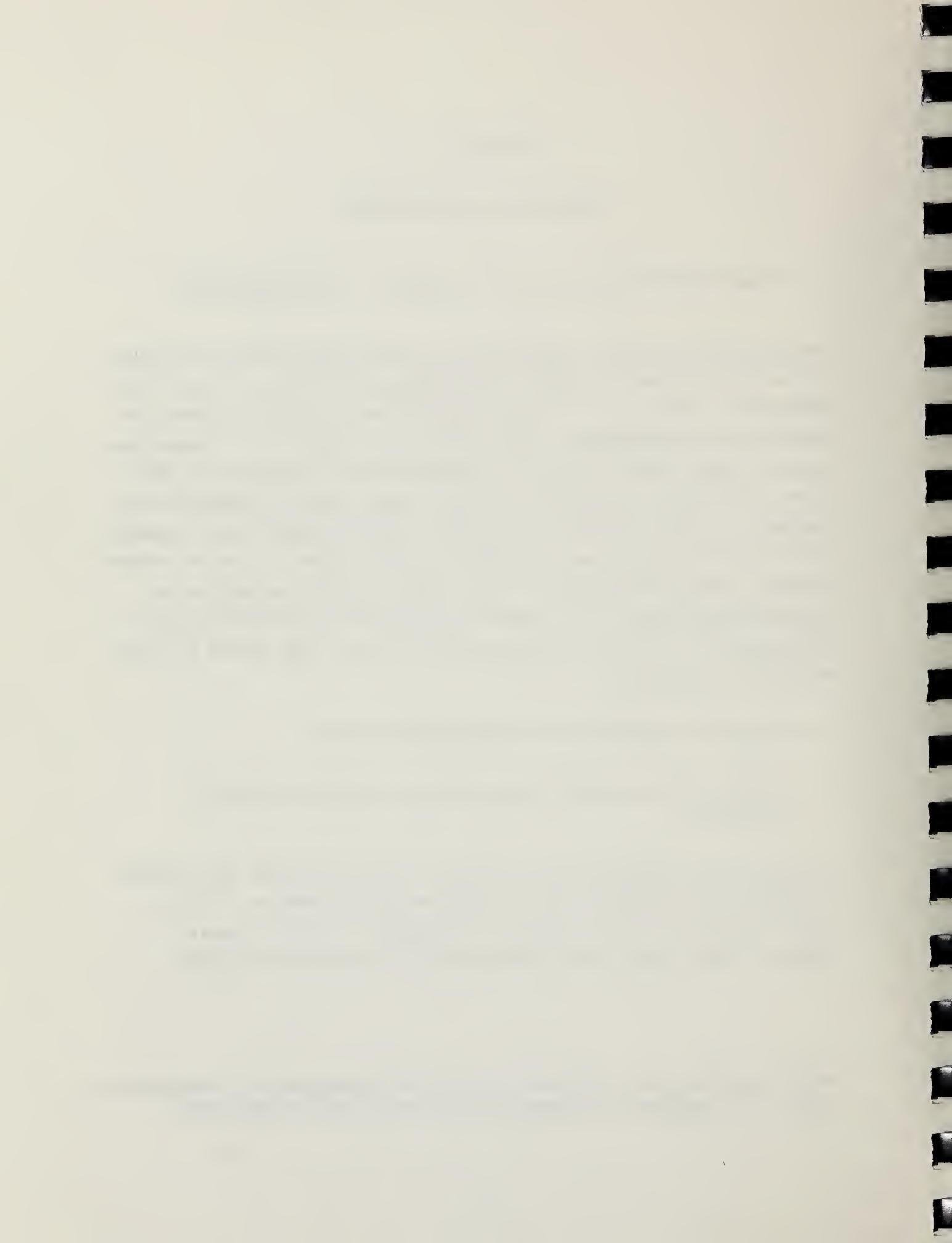
The project would be located on the northeast corner of California and Sansome streets, encompassing parcels 3, 4 and 5 of Assessor's Block 238. A map showing the project's access to existing transportation is presented as Figure 20. Pedestrian access, street width and lane configuration adjacent to the site would not be altered, but the eighty-space commercially-operated parking lot on the eastern side of the Alaska Commercial Building would be displaced by the project. No on-street parking would be displaced, with the possible exception of spaces made temporarily unusable during the construction of the project. No new parking spaces of any type would be created by the project.

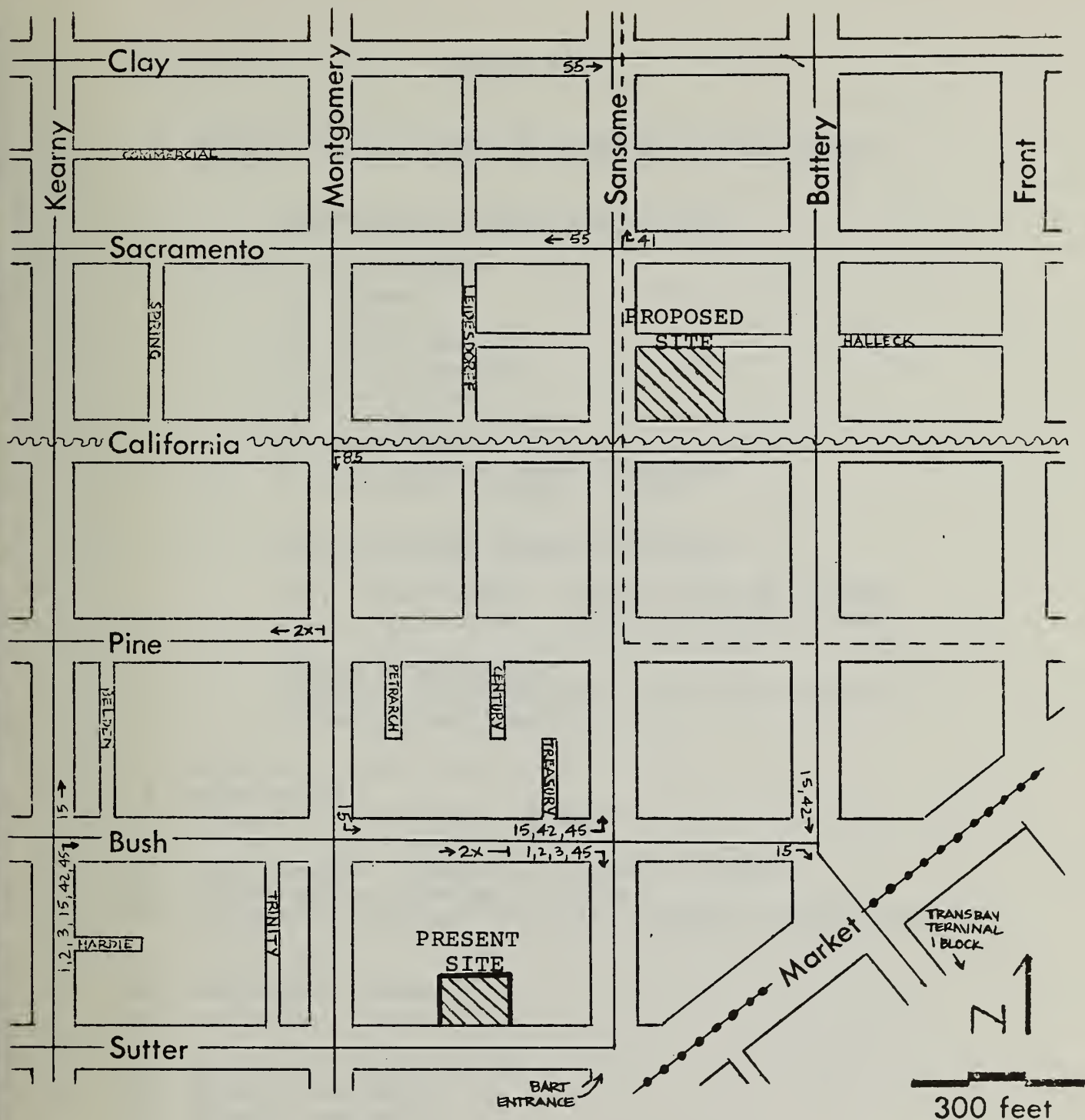
II. EXISTING CONDITIONS IN SURROUNDING AREA

A. Local and Regional Transportation Systems Serving the Site

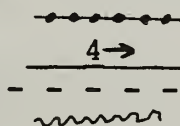
The San Francisco Municipal Railway and the Golden Gate Transit District provide direct transportation service to the site. Table A-1 (p. 79) is a listing of the individual transit lines within two blocks of the proposed building.

*This appendix was prepared jointly by Gruen Gruen + Associates and D. K. Goodrich, Transportation and Traffic Engineer.





BART
 Muni (Route No. and Direction)
 Golden Gate Transit
 Cable Car



Bus Routes (Muni)
 North-South 15, 41, 42
 East-West 1, 2, 3, 45,
 55, 85

FIGURE 20

Mass Transit Routes
 Vicinity of California and Sansome Streets

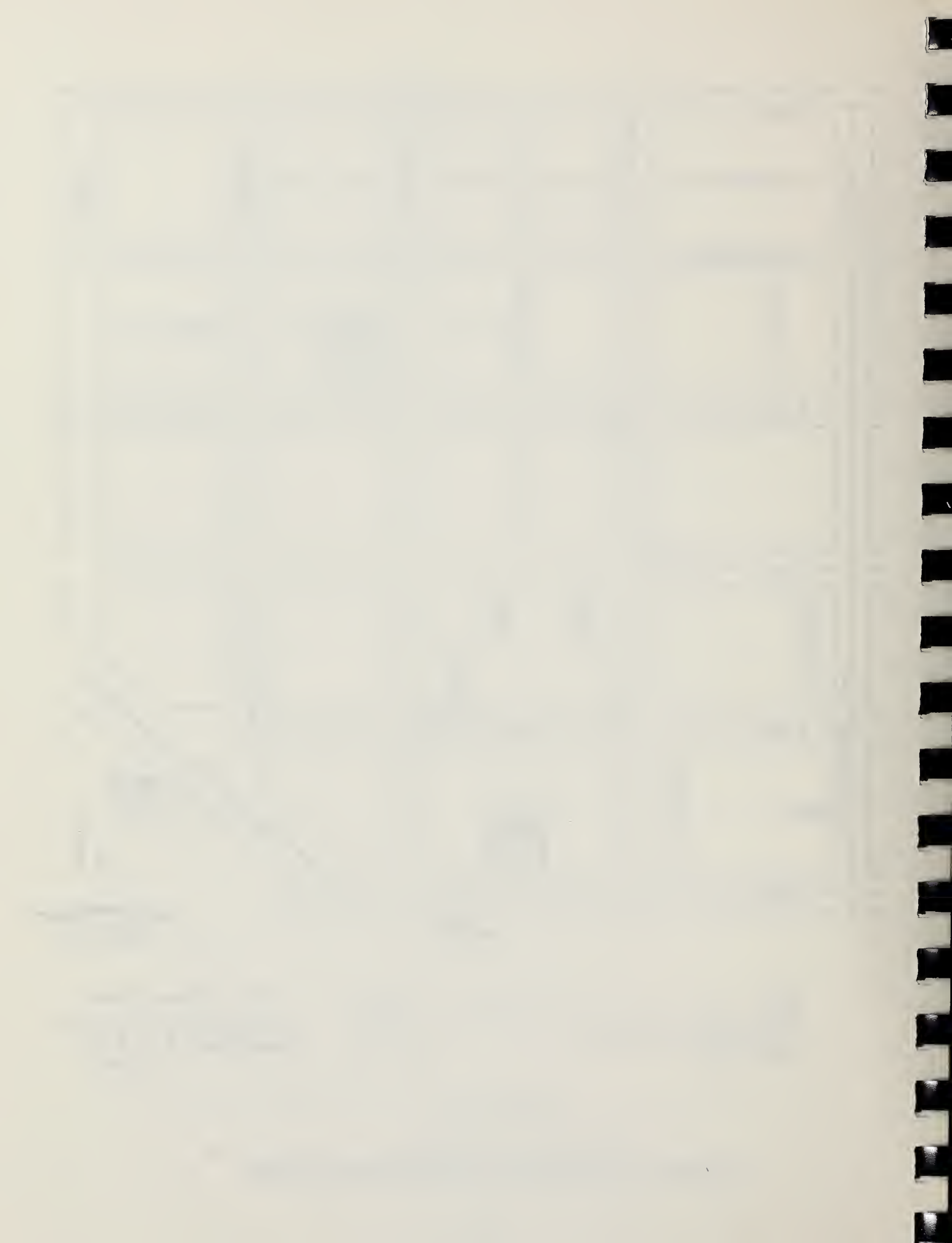


TABLE A-1

Public Transit Lines Serving the Project Area

San Francisco Municipal Railway

1 California
2 Clement
3 Jackson
15 Third-Kearny
41 Union-Howard
42 Third-Evans
45 Van Ness-Sutter
55 Sacramento
61 California Street Cable Car
85 Downtown Shopper Shuttle

Bay Area Rapid Transit District

Daly City-Fremont (Monday through Friday)
Daly City-Concord (Monday through Friday)

Golden Gate Transit

(Monday through Friday, during morning and evening rush hours)

2 Sausalito, Marin City
4 Mill Valley
8 Strawberry, Belvedere, Tiburon

20 Corte Madera, Larkspur, College of Marin
24 Greenbrae, San Anselmo, Fairfax
26 San Rafael, Miracle Mile, San Anselmo, Sleepy Hollow

30 San Rafael
34 San Rafael, Canal
36 San Rafael, Terra Linda

40 Marinwood, Lucas Valley
50 Novato, San Marin
54 Novato, San Marin
62 Bolinas, Stinson Beach
64 San Geronimo Valley, Olema, Inverness

70 Petaluma, Santa Rosa
72 Petaluma, Penngrove, Cotati, Santa Rosa
74 Santa Rosa Express
76 Petaluma, Penngrove, Cotati, Rohnert Park, Santa Rosa

Sources: San Francisco Municipal Railway, Bay Area
Rapid Transit and Golden Gate Transit

Regional transportation facilities which are available to users of the site include the Bay Area Rapid Transit District (BART) station at Sansome and Market, the Trans-Bay Terminal at First Street and Mission, the Greyhound Bus terminal at Seventh Street and Mission, the Southern Pacific train depot at Third Street and Townsend and the Marin ferries operated by the Golden Gate Transit District and Harbor Tours from the Ferry Building. With the exception of the BART station and the Golden Gate Transit stop north of California on Sansome, regional transportation facilities are beyond a three-block radius of the proposed building.

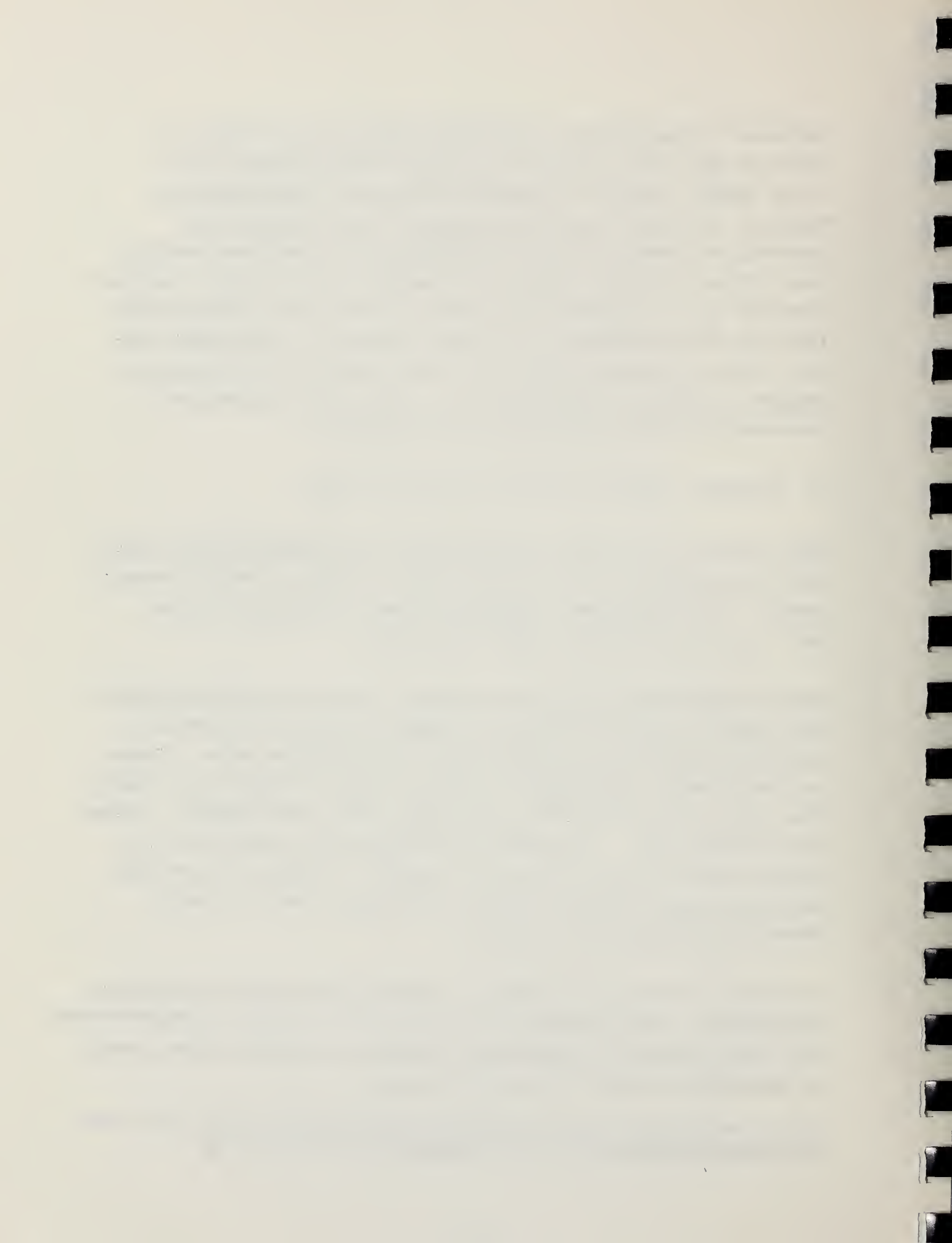
B. Existing Traffic Routes Serving the Site

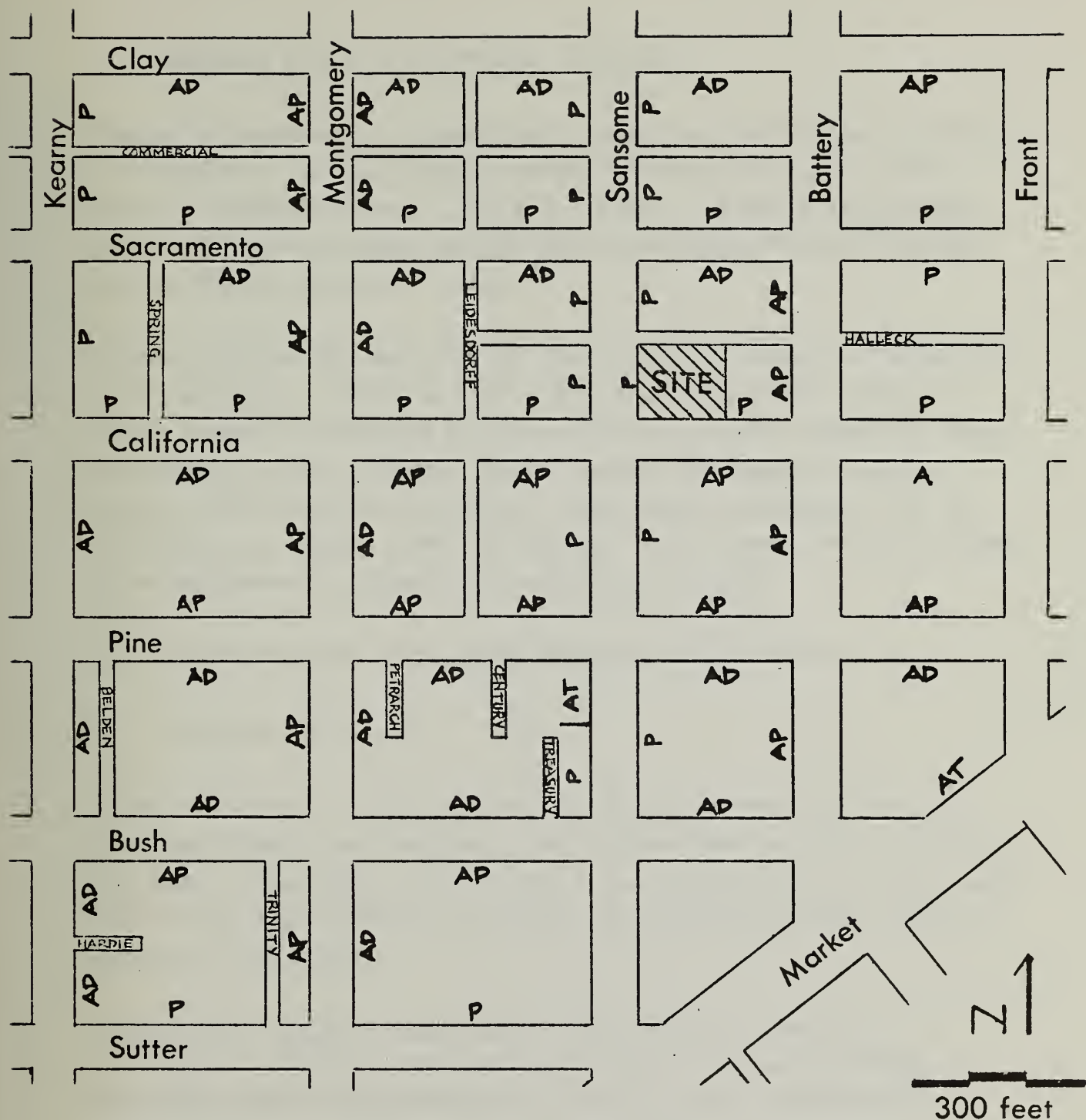
Four streets in the area surrounding the proposed project have been designated* as transit arterials (routes of major transit usage): Battery Street, Sansome Street, Montgomery Street and California Street (cable car route).

Also in the project area are streets serving as primary vehicular streets, which function as major routes for automobile and truck movements into and out of the downtown area. These are Montgomery (Washington to Pine), Kearny (Pacific to Bush), Pine (west from Montgomery) and Bush (west from Kearny). Other area streets are secondary thoroughfares, serving as collectors for the major vehicular streets. There are rush-hour tow away zones on major streets throughout the site area. These are presented in Figure 21.

At present there are no bicycle routes in the area surrounding the project. The Transportation Element of the S.F. Comprehensive Plan does designate Sansome and Battery as streets which should be improved to serve as bicycle routes.

*City and County of San Francisco, Department of City Planning, The Comprehensive Plan - Transportation, 1972, p. 25.

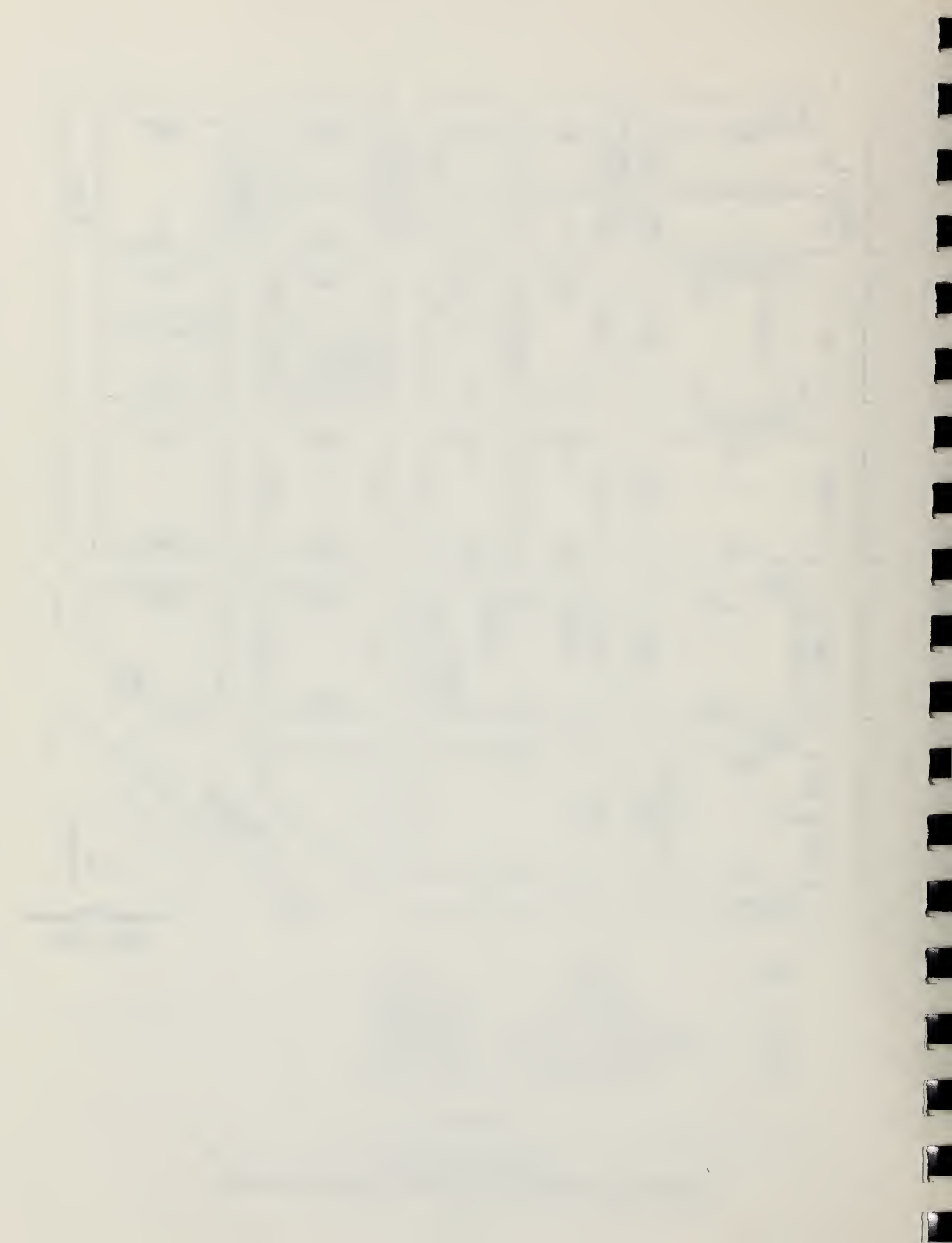




CODE	TIME	DAYS
A	7-9 a.m.	Mon-Sat
P	4-6 p.m.	Mon-Sat
AP	7-9 a.m., 4-6 p.m.	Mon-Sat
AD	7 a.m. - 6 p.m.	Mon-Fri
AT	All Times	Every Day

FIGURE 21

Tow Away Zones
Vicinity of California and Sansome Streets



C. Existing On- and Off-Street Parking

There is presently a commercially-operated off-street parking lot adjacent to the Alaska Commercial Building with access from California Street. This lot has a capacity of approximately 80 vehicles and serves approximately 120 vehicles per day on Monday through Friday.

Street parking in the area of the site is limited by existing curb markings. Table A-2 provides for each block face the total number of metered parking spaces and the number of feet dedicated to red, yellow, white, green and special yellow zones, and taxi and bus zones. Curb space accounted for by curb cuts is listed under driveways. The number of off-street parking spaces is given for each square block.

III. DISTRIBUTION OF VARIOUS TRANSPORTATION MODES

A. Transit Ridership

Transit riders in the area are primarily served by the San Francisco Municipal Railway, the Golden Gate Transit District and BART. The Muni lines serving the project area, their capacities and their evening peak period riderships are given in Table A-3 (p. 87).

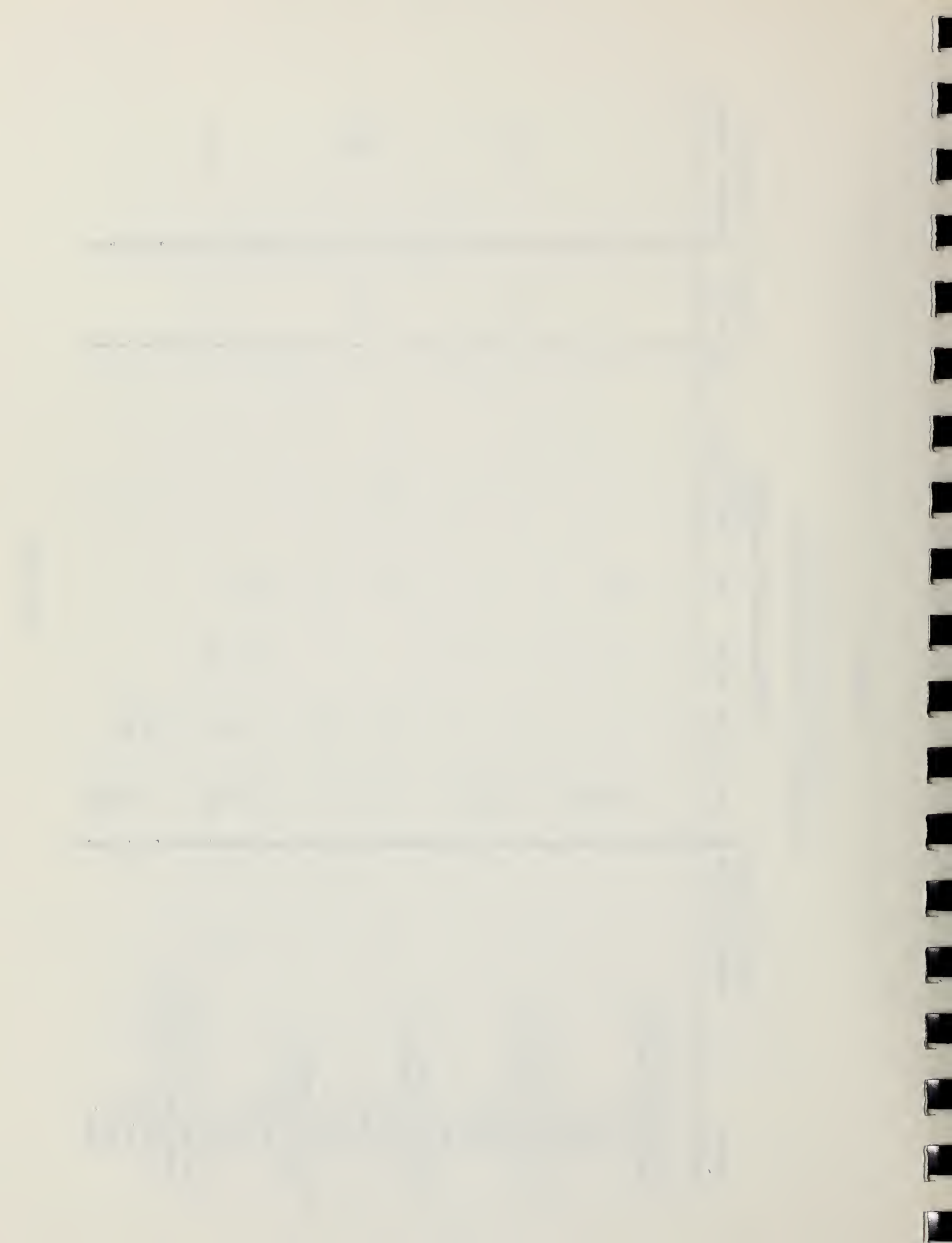
Golden Gate Transit bus lines are listed in Table A-1 (p. 79). During evening rush hours (4-6 p.m.) busses pass California and Sansome at a rate of one per minute. The headways for various lines range from one every three minutes (during evening rush hours) to one per day. Forty-five seats are provided on each bus; the number of standing passengers varies, according to the discretion of the driver.

TABLE A-2

Existing Curb Conditions,
Vicinity of California and Sansome

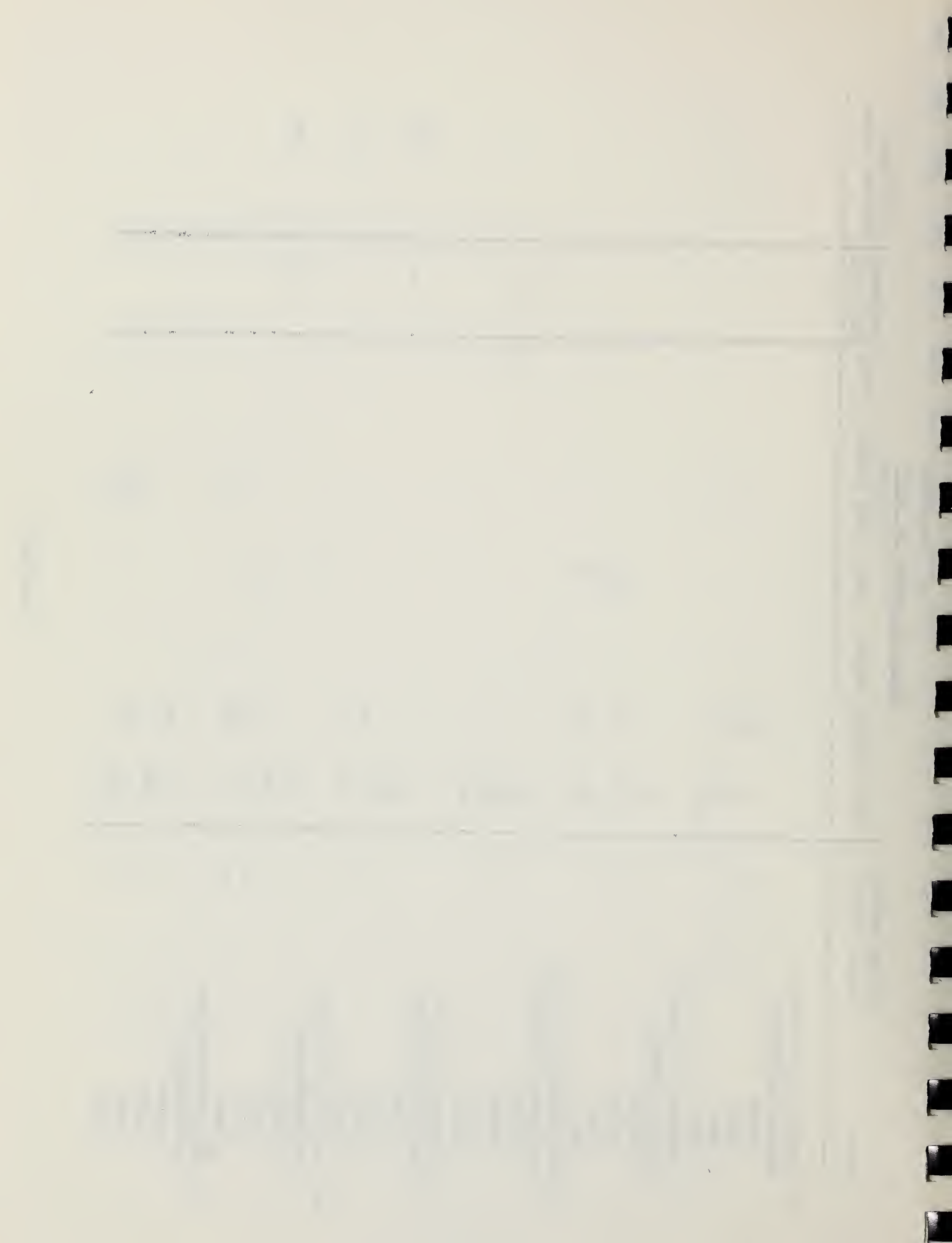
Block	Parking Meters Regular Yellow	Zones (in number of feet)					Driveway (no. of feet)	Off-Street Parking Spaces
		Red	Yellow	White	Bus	Special Truck Loading 7 am-1 pm		
1. Montgomery-Clay- Leidesdorf-Commercial								
North		50			100			
South		150						
East		52						
West		52						
2. Leidesdorf-Clay- Sansome-Commercial								
North		141					25	155
South		141						
East	2	2		58				
West		52						
3. Sansome-Clay- Battery-Commercial								
North		70	45		75	60		
South		174					25	35
East	2	10					39	55
West	3	17	18					
4. Clay-Sacramento- Front-Battery								
North		170						
South	5	2						
East	2	29	91	88	80			
West	5	107		28			30	557
5. Commercial-Sacramento- Montgomery-Leidesdorf								
North								
South	6	11	57					
East		101	40					
West		101						

(continued)



Block	Parking Meters Regular Yellow	Red	Yellow	White	Bus	Truck Loading	Taxi	Driveway (no. of ft.)	Off-Street Parking Spaces
6. Commercial-Sacramento- Sansome-Leidesdorf			141						
North									
South	3	18	60						
East	1	18	82						
West		101							
7. Commercial-Sacramento- Sansome-Battery									
North	7	20							
South	7	17	44		60				
East	2				75				
West		20	30		70				
8. Sacramento-California- Montgomery-Leidesdorf									
North		150					22	10	
South	4	81							
East		102							
West		102							
9. Sacramento-Halleck- Leidesdorf-Sansome									
North		85						66	250
South		151							
East	2	5	56						
West	1	43							
10. Sacramento-Halleck- Sansome-Battery									
North		98						30	200
South		130							
East	4	17	18						
West	4	3	36			76			
11. Sacramento-Halleck- Battery-Front									
North	3	16	193						
South		148							
East	4	3	42			69			
West	2	18				108			

(continued)



Block	Parking Meters Regular Yellow	Zones (in number of feet)					Special Truck Loading	Taxi	Driveway (no of ft.)	Off-Street Parking Spaces
		Red	Yellow	White	Bus	Truck				
12. Halleck-California- Leidesdorf-Sansome		151								
North		36								
South	2	13		41			66	21		
East		67								
West										
13. Halleck-Battery- California-Sansome		174								
North		83	48					18	20	60
South	2	13	22						21	80
East		36	28							
West	2									
14. Halleck-Front- California-Battery		148								
North		55	87							
South		17	66							
East	6	6	15							
West										
15. California-Leidesdorf- Pine-Montgomery		15								
North		17	61				177			
South	3	88					48			
East		88								
West										
16. California-Sansome- Pine-Leidesdorf		15								
North		19	45	43			128			
South	2	17	62							
East	3	88								
West										
17. California-Battery- Pine-Sansome		28	38							
North	2	28	79				84	22		
South	4	11	81	88					14	185
East	2	32	130						31	110
West	4									

(continued)

Block	Zones (in number of feet)				Parking Meters		Driveway (no. of feet)	Off-Street Parking Spaces
	Red	Yellow	White	Special Truck Loading	Bus	Taxi		
18. California-Front- Pine-Battery								
North	49		44	94				
South	17		44					
East	40			42			23	95
West	48			87			25	46
19. Pine-Sansome- Bush-Montgomery								
North	388						20	140
South	388							
East	36	45		62				16
West	143							
20. Pine-Battery- Bush-Sansome								
North	81						12	195
South	59		22					
East	17	137			70		21	136
West	31	108	22					
21. Pine-Front- Bush-Battery								
North	187							
South	187							
East	31			80				
West	85	163					14	220
TOTALS	5,810	2,155	390	1,281	678	83	426	2,535

Sources: San Francisco Department of Public Works
and San Francisco City Planning Department,
Downtown Off Street Parking (Map), April, 1969.

San Francisco Department of Public Works,
Traffic Engineering Division: "Downtown
Parking District Maps".

Gruen Gruen + Associates

TABLE A-3

Muni Lines and Capacities,
Vicinity of California and Sansome

<u>Muni Lines</u> ¹	<u>Maximum Capacity/hour</u> ²		<u>Peak Period Ridership</u> ³ (4-6 p.m.)
	<u>Seated Only</u>	<u>Seated + Standing</u>	
1 California	460	900	<25% of seats filled
2 Clement	437	771	<25% of seats filled
3 Jackson	460	900	<25% of seats filled
15 Third-Kearny ⁴	765	1350	26-50% of seats filled
41 Union-Howard	960	1800	76-100% of seats filled
42 Third-Evans (north on Sansome)	1020	1800	<25% of seats filled
45 Van Ness-Sutter	510	900	<25% of seats filled
55 Sacramento	612	1080	51-75% of seats filled
61 (east) California Street Cable Car	340	1000	<25% of seats filled
61 (west) California Street Cable Car	340	1000	51-75% of seats filled

¹ The 85 Shoppers' Shuttle is not included here, since it does not run during the evening peak period.

² Per bus maximum obtained from Walter Lewis, Muni Scheduler and Robert Rockwell, Muni Public Relations Director. Busses/hr x capacity = capacity/hr.

³ Field counts taken 12/13/74 and 12/16/74. Note that the Alaska Commercial Building was unoccupied when these counts were made. Since the severest impacts would occur during evening peak period (barring an abnormal situation), observations were limited to 4-6 p.m. Field observations were made on those legs of the route most heavily utilized.

⁴ Includes 15 Third-Kearny and 15 Navy Yard; ridership was counted on Montgomery southbound.

The San Francisco Planning Department has developed data on where San Francisco workers live and what mode of transportation they use to get to their jobs (their "modal split"). For the 770 employees who would be added to the California-Sansome site by the proposed project, place of residence and modal split based on Planning Department data are presented in Table A-4.

TABLE A-4

Place of Residence and Modal Split
of Employees Added by Proposed Project

<u>Location</u>	<u>Number of Employees</u>		<u>Mode of Travel</u>			
	<u>Number</u>	<u>Percent</u>	<u>Auto</u>		<u>Transit</u>	
	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>
San Francisco	462	60	231	50	231	50
Alameda/Contra Costa Co.	100	13	56	56	44	44
Marin Co.	54	7	41	75	13	25
San Mateo Co.	116	15	72	62	44	38
Elsewhere	38	5	38	100*	0	0
TOTAL	770	100	438	57	332	43

*It is likely that those living outside the five close-in counties would commute by car.

Sources: San Francisco Planning Department
Gruen Gruen + Associates

The increase in transit ridership induced by the project would be about 332 round trips per day. Most of these would be Muni trips, although some would be BART, Southern Pacific and Golden Gate Transit. Some BART and Southern Pacific riders, however, may use Muni to transfer to stations. Thus, it would be reasonable to estimate Muni ridership as about 250 round trips; none of the other transit systems would experience significant ridership increases as a consequence of the project.

B. Traffic Counts - Autos

Existing traffic conditions in the vicinity of California and Sansome were evaluated based on a special traffic survey conducted by Gruen Gruen + Associates. Existing p.m. peak period traffic and pedestrian volumes at the intersection of California and Sansome Streets are estimated to be as follows:

<u>Vehicles per Hour¹</u>	<u>Pedestrians per Hour</u>
Northbound on Sansome Street	north crosswalk 1,098
left turn 36	east crosswalk 994
straight 308	west crosswalk 1,568
right turn 156	(Pedestrians at the south crosswalk do not interfere with turns into Sansome, since it is one-way northbound.)
Eastbound on California Street	
straight 524	
Westbound on California Street	
right turn 150	
straight 444	

Using these data, the current capacity index² at the intersection of California and Sansome is estimated to be 0.71, calculated as follows:

$$\begin{aligned} & 524/(1,500)^3 (2)^4 + (150/1,000) (1,098/1,000)^5 + 308/1500)(3) \\ & + (36/1,000) (1,568/1,000) + (156/1,000) (994/1,000) + .10^6 = \\ & 0.17 + 0.16 + 0.07 + 0.06 + 0.15 + .10 = 0.71 \end{aligned}$$

¹These volumes, counted by Gruen Gruen + Associates on December 13 and 16, 1974, were about 25% higher on California Street and 25% lower on Sansome Street than in the most recent City count of May 13, 1970. Based on the City map "Twenty-four Hour Traffic Flow", twenty-four hour, two-way weekday flows are estimated as 10,000 vehicles on California Street and 5,000 vehicles on Sansome Street.

²A mathematical approximation of intersection peak hour traffic flow conditions. Formula developed by D.K. Goodrich, based on studies published by the Institute of Traffic Engineering. An index of 1.0 or higher indicates congestion, requiring motorists to queue for two or more green signals to clear the intersection.

³Traffic lane vehicular capacity without cross traffic interference.

⁴Number of traffic lanes.

⁵Pedestrian-auto conflict term.

⁶Capacity loss due to yellow signal indication.

Based on modal split data presented in Table A-4, fifty-seven percent of persons employed in the building would use autos. Assuming a vehicle occupancy of 1.3*, 170 autos will be added to downtown streets each hour of the afternoon peak period. Some of these vehicles would travel through the intersection of California and Sansome, though the net traffic increase there would be diminished due to elimination by the project of the 80 parking spaces that are now on the site. It is estimated that the intersection would experience a net increase of about 60 cars in the peak hour, 20 traveling in each of the three directions of street flow.

Adding 40 to 135 pedestrians and 20 autos per hour to the legs of the intersection (due to the project) would increase its capacity index from 0.71 to 0.77. The after-project index of 0.77 was calculated as follows:

$$\begin{aligned} & (524 + 20)/1,500 \quad (2) + (150/1,000) \quad (1,098 + 135)/1,000 + \\ & (308 + 20)/(1,500) \quad (3) + (36/1,000) \quad (1,568 + 40)/1,000 + \\ & (156/1,000) \quad (994 + 135)/1,000 + .10 = \\ & 0.18 + 0.18 + 0.07 + 0.06 + 0.18 + 0.10 = 0.77 \end{aligned}$$

C. Service Vehicle Counts

When the Alaska Commercial Building was fully occupied, there were approximately three service deliveries per day via the California Street sidewalk elevator. In addition, there was one refuse pickup per day, also from California Street.

Due to the size differential between the Alaska Commercial Building and the proposed Bank of Tokyo building, there would be an increase in the number of service vehicles making deliveries to the site (from about three to 12-15 daily deliveries/pickups would be made). Since a truck loading ramp will be constructed off of Halleck Street (see site plan, p. 4),

*City and County of San Francisco, San Francisco Downtown Traffic Survey, (December, 1970), p. 7.

service vehicles would not interfere with normal vehicular and pedestrian circulation on either California or Sansome Streets. The existing California Street sidewalk elevator would be eliminated.

D. Bicycle Counts

No estimates of current or future bicycle trip generation have been made. Based on field inspections, the current level of bicycle traffic near the site is negligible. It is unlikely that the project would have a significant negative impact on bicycle ridership.

E. Pedestrian Counts

Site employment would be about 1,100, a net increase of 770 employees. From this number of employees, one can expect that during the afternoon peak hour when local street traffic levels are at their highest, about 500 person trips would be generated. As parking would not be available on the site, people using autos, as well as those using transit, would have to walk from the site. Assuming these people disperse equally in four directions leaving the site, about 250 each hour would enter the crosswalks at California and Sansome. However, some would use more than one crosswalk, resulting in about 350 crosswalk movements altogether. It is estimated that the project would add 135 pedestrians per hour to the north and east crosswalks and 40 to the south and west crosswalks at the adjacent intersection.

This volume of pedestrian movement has been expressed in terms of "pfm": the number of persons per one foot width of the sidewalk passing a given point within one minute*. Since some

*John J. Fruin: Pedestrian Planning and Design, Metropolitan Association of Urban Designers and Environmental Planners, (New York, 1971).

pedestrians take more than one crosswalk, applying crosswalk figures to sidewalks between intersections provides a conservatively high estimate of pedestrian movement. The Sansome Street sidewalk in the as is condition has a pedestrian volume of about 3.7 pfm during the evening peak hours. The proposed project would increase this volume slightly. A field inspection of the existing Bank of Tokyo Commercial Bank branch on Sutter indicates that the present level of pedestrian volume generated by that use is 0.62 pfm during the busy noon hour.*

To this volume must be added an estimate of pedestrian volume generated by office use: the Bank of Tokyo reports that virtually all of its customers reach its offices by foot from other downtown locations. The pedestrian volume at the Bank of Tokyo's current office (the Holbrook Building) was observed as 0.29 pfm. To estimate pedestrian volume of the new building this amount must be doubled and added to the commercial bank volume for a total of 1.2 persons per one foot width of sidewalk per minute. This volume would result in an increase of about one-third over the 3.7 pfm on Sansome Street at the present time. However, the new total of 4.9 still lies well within the comfort range of 9-10 pfm.

IV. ADVERSE ENVIRONMENTAL IMPACTS

A. Transit

The area is well served by public transportation. Transit users would not change their mode of transportation to automobile due to the location of the proposed project; modal changes are more likely in the other direction.

*Counts were made by Gruen Gruen + Associates between 11:30 a.m. and 1:00 p.m. on December 18, 1974.

All transit services would appear to have sufficient capacity to absorb the increased employment at the site. The impact on transit services other than Muni is likely to be very modest. However, Muni would experience a significant increase in ridership originating at the site. While, as Table A-3 (p. 87) shows, Muni routes now serving the site area have excess capacity, this may well not be the case at points outside the site area further along the lines of the various transit routes. A minor adverse impact would be experienced if increased ridership at the site contributes to overloading problems elsewhere unless appropriate mitigation measures are taken.

B. Traffic

The increase in the intersection's peak hour capacity index (from 0.71 to 0.77) would be a significant adverse impact. However, it would not be so severe as to conflict with transit operation or unduly disrupt traffic flow and increase queueing.

Due to traffic dispersion, it is estimated that one block from the site the impact would be about one-fourth that at California and Sansome; two blocks away it would be one-eighth that at California and Sansome. Impacts at these distances would not be significantly adverse. Similarly, the 250,000 square foot building at Clay and Montgomery Streets, for which an EIR is in progress, would not produce significant adverse impact at Sansome and California because it is too remote.

Any potentially adverse impacts due to street blockage from an increased number of truck pick-ups or drop-offs would be prevented by the proposed truck loading ramp on Halleck Street. Pedestrian pick-ups or drop-offs would be unlikely to increase significantly enough to present an adverse impact.

Since the streets surrounding the site would not be physically altered by the project, there would be no adverse impacts in this area. During the construction period, the northern half of California Street and the eastern half of Sansome Street would be closed for a two-day period to permit connection of underground utilities. This work would be undertaken over a weekend. However, towaway lanes, if used for construction vehicles, would be obstructed throughout the course of construction.

C. Parking

The elimination of the 80-space parking lot adjacent to the Alaska Commercial Building would theoretically increase the patronage of other parking facilities in the area. There are other off-street spaces in the site area as indicated in Table A-2 (p.83). These have been catalogued in Table A-5, which presents the locations and capacities of off-street parking facilities within a two-block radius of the proposed project. Two large parking structures (Golden Gateway Garage and Plaza Parkade Parking) outside of the two-block radius are also included because of their large capacities. It is apparent that sufficient off-street parking exists within two blocks of the proposed site to absorb the 80 displaced vehicles at a price equal to or less than that now paid by the patrons of the existing facility.

However, capacity is not sufficient to absorb the added 340 employee automobiles as well. Thus, some auto commuters will experience inconvenience in having to walk greater distances between their parked cars and their offices than they do now. This may offer an incentive to some to change modes. Such a change would be consistent with the objectives of the San Francisco Comprehensive Plan: Transportation.

TABLE A-5

Off-Street Parking Capacity Within Two Blocks
of Proposed Site

Name	Location	Total Spaces	Charges Hourly	Charges Monthly	Present Daily	Use ¹ Monthly	Potential to Meet Additional Demand
475 Sansome Parking	475 Sansome	155	\$.85	\$55.00	43	112	40 stalls unused at 9:00 a.m.; full at 4:00 p.m.
---	SW corner of Commercial and Battery	73					Private (Federal Reserve Use Only)
Metropolitan Parking	1 Embarcadero Center	557	\$1.30	\$71.50	227	330	200 spaces unused at 9:00 a.m. and at 4:00 p.m.
---	North side of Commercial between Sansome & Battery	35				35	Reserved for tenants only
Sacramento-Sansome	525 Sacramento	25	\$1.95	\$71.50	15	10	6 spaces unused at 9:00 a.m. and at 4:00 p.m.
Standard Parking	150 Halleck	200	\$1.10	\$54.25	20	180	²
320 California Garage	320 California	³	\$1.10				
Center Auto Parks	334 California	80	\$1.40		80		Would be eliminated by the project
222 Sansome St. Garage	222 Sansome	110	\$1.50	\$46.50	66	44	None
R. Stanley Dollar Bldg. Garage	135 Battery	185	\$.85 ⁴	\$55.00		220 ⁵	None
Pacific Insurance Co. Building Garage	West Side of Front between California and Pine	46	\$1.00			46	Reserved for tenants only

Continued

TABLE A-5 Continued

Off-Street Parking Capacity Within Two Blocks
of Proposed Site

<u>Name</u>	<u>Location</u>	<u>Total Spaces</u>	<u>Charges</u>		<u>Present Use</u>		<u>Potential to Meet Additional Demand</u>
			<u>Hourly</u>	<u>Monthly</u>	<u>Daily</u>	<u>Monthly</u>	
Mills Building Garage	220 Bush	140	\$1.30	\$60.50	20	120	Filled at 9:00 a.m. and at 4:00 p.m.
Exchange Center Garage	235 Pine	195	\$1.30	\$55.00	98	97	25% unused capacity at 9:00 a.m. and at 4:00 p.m.
Shell Building Garage	35 Battery	136	\$1.95	\$49.00	68	68	Filled at 9:00 a.m. 25% unused at 4:00 p.m.
Commercial Center Garage	36 Battery	220	\$1.20	\$52.25	115	105	25% unused at 9:00 a.m. and at 4:00 p.m.
Golden Gateway Garage ⁶	250 Clay	1,000	\$1.30	\$46.75	530	470 ⁷	Filled at 9:00 a.m. 5% unused at 4:00 p.m.
Plaza Parkade Garage ⁶ (Bank of America Headquarters)	555 California	415	\$1.25	\$65.00		⁸	Filled at 9:00 a.m. 5% unused at 4:00 p.m.
100 Pine Building Garage	100 Pine	95	\$1.00	\$48.00	55	40	Filled at 9:00 a.m. and at 4:00 p.m.
--- (Hong Kong Bank of California)	160 Sansome ³	16	(Tenants only)				Tenants only

¹Daily customers will exceed the number of spaces in daily use.

²Manager did not know unused capacity.

³Manager refused to give any information

⁴Non-monthly customers are infrequently taken in.

⁵Spaces are oversold to insure full capacity at all times.

⁶Outside of study area, but having a potential effect.

⁷Soon to be eliminated in favor of daily customers.

⁸Manager could not divulge this information.

D. Bicycles

No change in bicycle accessibility would occur.

E. Pedestrians

Pedestrian accessibility would not be significantly affected by the project.

V. ALTERNATIVES

The transportation impacts of the proposed project, if it took other forms than that described in Section I of this study, would differ primarily as a function of alternative levels of employment accommodated, as the modal split would not be affected. Under the alternative of no project, or if the Bank of Tokyo simply occupied the Alaska Commercial Building (ACB) rather than replaced it, traffic-transit conditions as they were before the ACB was vacated would apply. If the ACB were complemented by an office structure on the vacant parcel, the traffic-transit impact would differ from that associated with the proposed project in proportion to the number of employees it could accommodate compared to the 770 net increase estimated for the proposed Bank of Tokyo building.

VI. MITIGATION MEASURES

The addition of Muni coaches to lines serving the site during evening peak periods is a possible mitigation measure. It is not known whether such an expansion of service is planned; however, if implemented, it would be of benefit to the entire area served by a transit line and would contribute to an overall strengthening of the level of transit service.

The inclusion of a truck loading ramp on the site would eliminate past sidewalk deliveries and offset the effects of an increase in service truck deliveries.

Scheduling of utility work requiring the partial obstruction of abutting streets for weekends would mitigate inconvenience to automotive traffic.

Both the loading ramp and the weekend scheduling of trending for utility connections would definitely be undertaken. Scheduling of deliveries at night is another mitigation measure which should be considered.

APPENDIX B

The Alaska Commercial Building

The site of the proposed Bank of Tokyo of California Building is partially occupied by a fourteen-story structure, the Alaska Commercial Building. This building was constructed in 1909 to house the offices of the Alaska Commercial Company, which through the turn of the century had been a major force in transportation and trade activities in Alaska and the Yukon.

The Alaska Commercial Building was designed by architects Henry H. Meyers and Clarence Ward in 1906, and was constructed at a cost of approximately \$500,000. In scale and plan it is a typical example of taller San Francisco office structures raised in the years immediately following the earthquake. It was soundly built by then-current construction standards, and included high quality structural components and interior fixtures as well as careful interior and exterior detailing. The California, Sansome and Halleck Street elevations are enriched by surface ornament, recalling the association of the firm with the north Pacific region. It is this historical reference more than a distinction of structure which is of cultural significance. A photograph of the building is presented as Figure 10. Some of the surface ornament is shown in a detailed photograph presented as Figure 11.

The Alaska Commercial Building has been used primarily for offices. Its layout has been considered particularly desirable by law firms, as the "L" shape supplies a maximum number of window offices. Ground floor tenants have included a nautical instruments shop which has been located at that same California Street address since the Alaska Commercial Building was first occupied.

The purchase of the site by the Bank of Tokyo of California in 1972 served to focus public interest on the Alaska Commercial Building. The Foundation for San Francisco's Architectural Heritage has taken a position advocating that the Alaska Commercial Building be preserved, and has published in its newsletter a major article on the subject.¹ San Francisco Progress has also recently published an article on the Alaska Commercial Building.² Finally, the Foundation has published a paper prepared by Michael Corbett³ setting forth the history of the building and providing an architectural analysis. That paper is the source of the historical and technical information which follows.

¹ "The Alaska Commercial Building", Heritage Newsletter, Vol. II, Number 2, pp. 1-2.

² "Now Vacant Building Once the Pseudo-Capital of Alaska", Dick Brill, in San Francisco Progress, November 2, 1974.

³ The Alaska Commercial Building: A Brief History, Description and Architectural Analysis, Michael Corbett, published by Foundation for San Francisco's Architectural Heritage, October 8, 1974 (12 pp.).

Historical Background

The Alaska Commercial Company was a private firm which engaged primarily in trade in the north Pacific area and which had its principal office in San Francisco. It was formed shortly after the acquisition of Alaska from Russia. The United States government granted the firm exclusive rights to the taking of fur seals from the Pribilof Islands in 1870 for twenty years. A similar lease was signed with the Russian government with respect to the Komandorski Islands. Together, these island groups accounted for virtually all the world's fur seal population, and for the twenty-year period of the lease some 100,000 fur seals were taken annually by the Alaska Commercial Company from its Alaskan lease and another 40,000 from its Russian lease.

To complement its seal harvesting operations, the Alaska Commercial Company entered into other kinds of business as well: shipping, food processing (salmon canning), and provision of living quarters and community facilities for its employees. The firm developed a series of trading posts throughout the north Pacific which extended from the Yukon to Vladivostok. Its activities were expanded by the onset of the Alaska gold rush (1896). At that time, the firm offered the only mail and banking services to the region.

A series of mergers in the 1890's brought all but one of the north Pacific trading companies under the corporate banner of the Alaska Commercial Company. However, the seal lease expired in 1890, and the period of corporate consolidation and reorganization took place simultaneously with decreasing profits. The

bulk of the firm's earnings had accrued prior to the termination of the leases. By 1906, the firm had become essentially a holding company, and in 1940 it went out of business.

Physical Characteristics

The Alaska Commercial Building is shaped like an "L" with the long side facing Sansome Street. The three street sides--California, Sansome and Halleck--are treated with architectural ornament, while the non-street elevations are painted reinforced concrete. The lower three floors of the ornamented facades are faced with California granite. Above the granite facing runs a course of ornamental granite carving of which the main feature is tusked walruses. From this level (between the third and fourth floors) the office shaft rises upwards in vertical brick columns separated by windows. Two more floors of terra cotta and granite complete the street elevations, with the rounded windows of the twelfth floor terminating the vertical rise. These windows are circled by huge cords of nautical rope in terra cotta; above and around the windows are additional architectural details incorporating marine motifs. A thirteenth-floor penthouse is set back from the cornice; it and the fourteenth-floor equipment room are visible only from a point across California Street and further east.

The construction materials are steel and reinforced concrete. The principal components of the interior are marble, metal and glass. Over time, many of the offices have been remodeled and other materials (primarily wood) have been introduced. However, many of the original interior ornaments remain: the marble-faced

lobby, the gilded cast iron panels over the elevator doors, the sea shell lamps and stair risers and balustrades, and the doorknobs which carry a monogram of the Alaska Commercial Company. These details reflect the long involvement of the company in northwest shipping and trade.

Cultural Significance to the Community

The Alaska Commercial Building is a strong link with the past of San Francisco. It recalls the city's place in trade and communication with Alaska and the north Pacific when those territories were essentially undeveloped. It also stands as a prime example of the type of construction which took place in the city's commercial district in the period just after the earthquake: it was built of durable materials and was finely detailed. It represents the high point of the collaboration of its architects, Meyer and Ward. Within its present urban context, the Alaska Commercial Building continues to serve as a reminder of the city's commercial history.

APPENDIX C

MICRO CLIMATIC EVALUATION*

I. INTRODUCTION

Architects, engineers, and city planners designing urban structures are limited by the lack of information on wind effects brought on by the presence of these structures, such as discomfort for pedestrians and wind-caused mechanical problems with doors, windows, and ventilating systems. Once a structure is built, remedial measures (if they exist at all) are usually very expensive.

It is virtually impossible to anticipate, by analysis or intuition, the winds that will be caused by a structure, since they are determined by very complex interactions of forces. Fortunately it is possible to predict the wind patterns and pressures around structures by testing scale models in a wind tunnel that can simulate natural winds near the ground. This allows the designer to foresee possible environmental and mechanical problems and alleviate them before the building is erected.

Data from wind tunnel tests can be combined with climatological data to quantify the effect of a proposed structure on pedestrians in terms of human comfort. The frequency distribution of wind strengths at pedestrian level, combined with temperature data and shadow patterns of the proposed structure and its surroundings, can be used to forecast comfort at pedestrian levels in terms of percent of time that discomfort is experienced.

The research was conducted in two phases. The current wind environment of the site was measured in Phase I. The impact of the wind environment due to construction of the proposed building was then evaluated in Phase II.

*This appendix was prepared by Environmental Impact Planning Corporation.

II. SUMMARY

A wind tunnel investigation was carried out on models of the site as it exists and as it would exist with the proposed structure. The findings show that the present site is well sheltered and that the proposed building would have little effect on wind velocities.

Winds in some areas would be reduced slightly by construction of the building. Updrafts were observed in front of the main California Street entrance during northwest, west, and southwest wind conditions. However, these updrafts had low velocities.

No major problem areas were found during the research; therefore no mitigating measures have been suggested.

III. BUILDING AND SITE DESCRIPTION

The project site is in downtown San Francisco on the block bounded by California, Sansome, Halleck, and Battery Streets. It is currently occupied by the Alaska Commercial Building, 160 feet high, and a parking lot. The surrounding Financial District is an area of extensive high-rise development.

The project entails construction of a high-rise structure about 339 feet in height. It would be located on the corners of California Sansome, and Halleck, and would adjoin a lower existing building to the east. The two main entrances, one to the office building and one to a branch bank, would be on California Street; a minor pedestrian entrance and a loading dock would be on Halleck Street.

IV. MODEL AND WIND TUNNEL FACILITIES

Model

A scale model of the proposed building and nearby structures was constructed of urethane foam, using a model supplied by the architect. A model of the structures surrounding the area for a distance of several blocks was constructed of wood and urethane foam. Two photographs of the model are presented in Figure 22.

The model scale was one inch equals 30 feet. The model of the surrounding city area was built to this scale with building configurations and heights obtained from the Sanborn maps at the San Francisco Department of City Planning and from the architect.

The model with the proposed buildings was placed on a turntable in the wind tunnel, allowing it to be turned to simulate the various wind directions.

Wind Tunnel Facilities

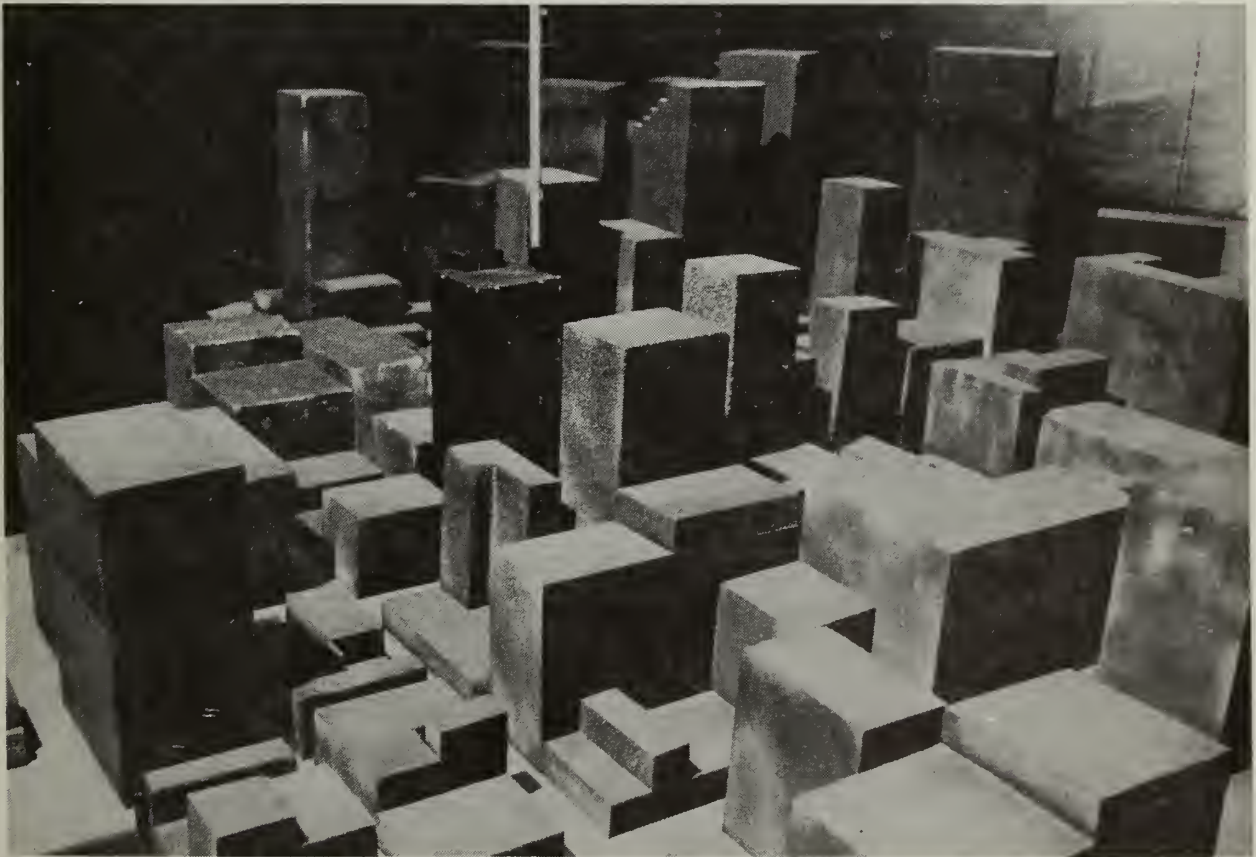
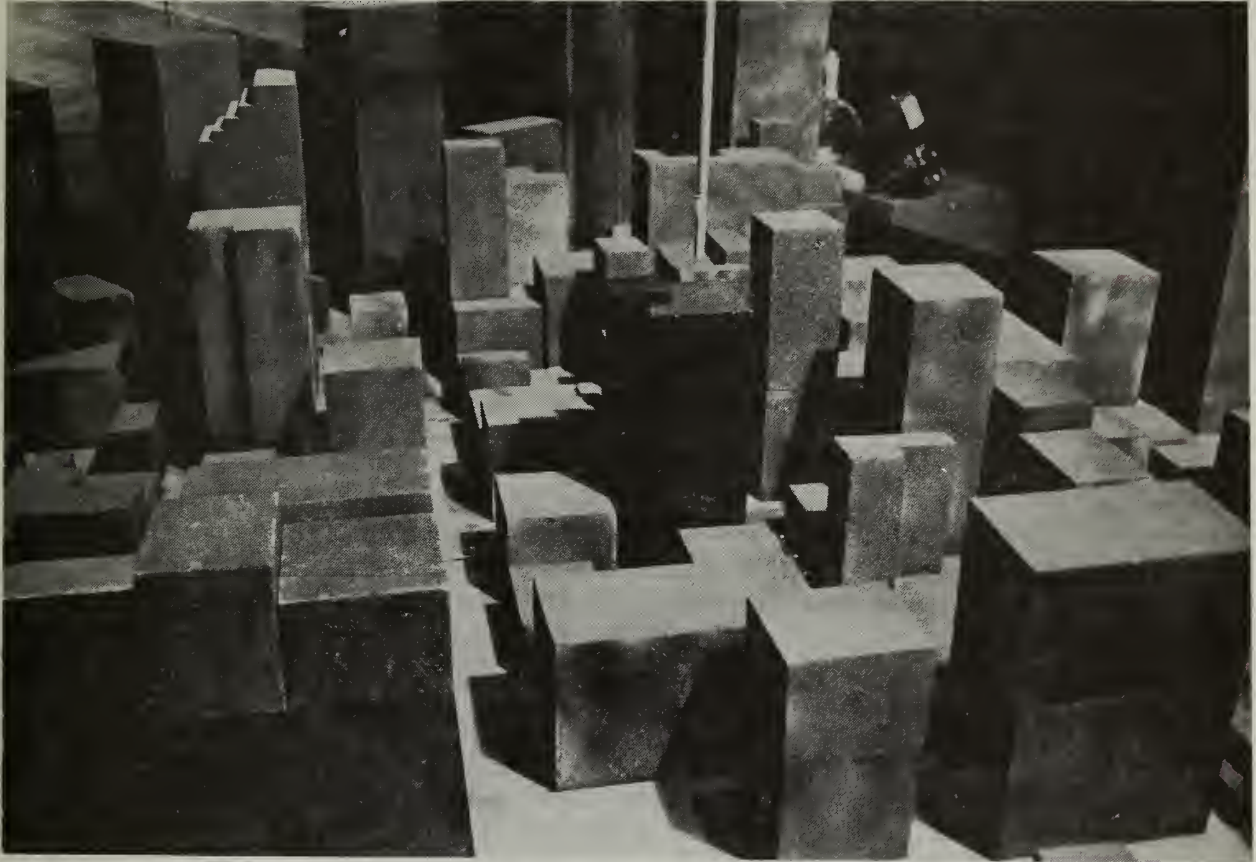
The Environmental Impact Planning Corporation boundary layer wind tunnel was designed specifically for testing architectural models. The working section is 7 feet wide, 14 feet long, and 5 feet high. Wind velocities in the tunnel can be varied from 3.5 mph to 13 mph. The flow characteristics around sharp-edged objects such as architectural models are constant over the entire speed range. Low speeds are used for photographing tracer smoke, high speeds for wind-speed measurements.

Simulation of the characteristics of the natural wind is facilitated by a series of adjustable slats, baffles, and perforated screens upwind of the test section. These allow adjustments in wind characteristics to provide for different scale models and varying terrain upwind of the project site.

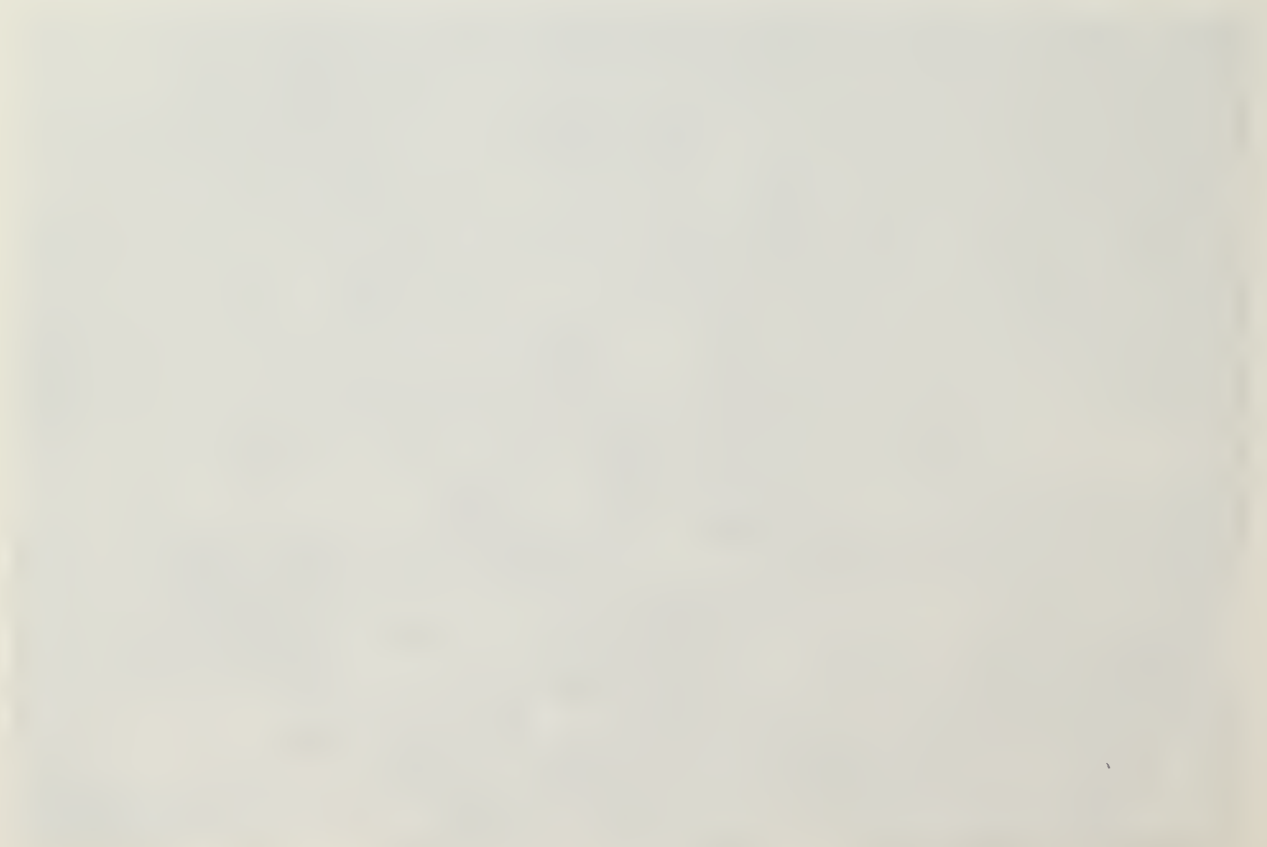
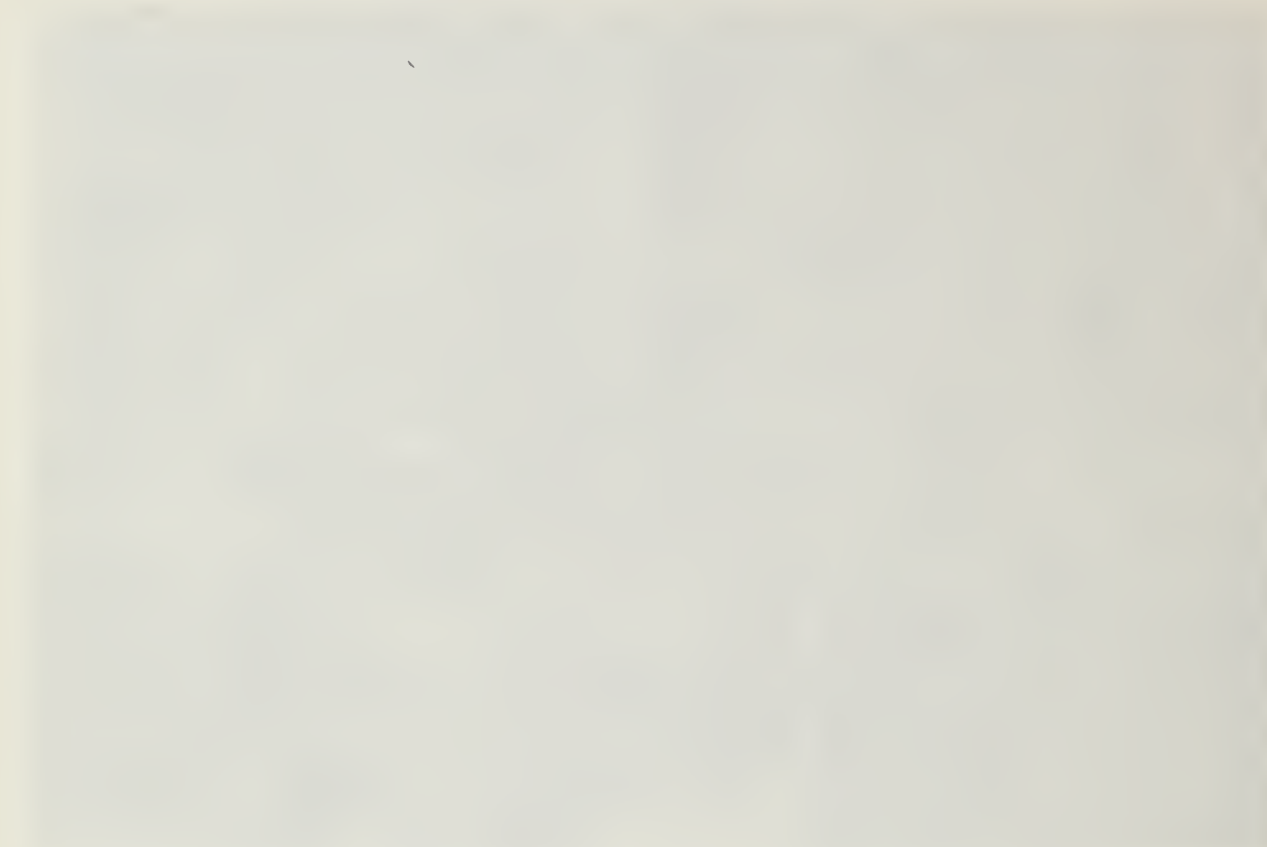
Measurements of windspeed around the model are made with a hot-wire anemometer. A hot-wire anemometer is a device that relates the cooling effect of the wind on a heated wire to the actual windspeed. The flow above the city is measured by a Pitot tube connected to a micromanometer. The Pitot tube and micromanometer measure directly the pressure difference between moving and still air. This pressure difference is then related to the actual windspeed. Flow visualization is achieved by use of a smoke generator in conjunction with a 35-mm. camera and a system of photographic spotlights.

FIGURE 22

Photograph of Model of Proposed Building
Utilized in Wind Tunnel Analysis



B. View from West Northwest



V. TESTING METHODOLOGY

Simulation of Flow

The most important factors in assuring similarity between flow around a model in a wind tunnel and flow around the actual building are the structure of the approach flow and the geometric similarity between the model and the prototype. A theoretical discussion of the exact criteria for similarity is not included in this paper, but may be found elsewhere (Cermak, 1966, or Cermak and Arya, 1970).

The variation of windspeed with height (wind profile) was adjusted for the scale of the model and the type of terrain upwind of the site by a system of horizontal slats. The profiles used were those generally accepted as adequately describing the flow over that type of terrain (Lloyd, 1967).

Testing Procedure

The wind flow characteristics of the site in its present state were investigated to ascertain the present wind environment. Windspeeds and wind directions at specified points throughout the site were measured and recorded. Wind direction was measured by releasing smoke at each point and recording the direction in which the smoke traveled. Windspeed measurements were made at the same points, at a scale height of five feet above the ground. A hot-wire anemometer probe is required to make these measurements within a fraction of an inch of the model surfaces. The probe is repeatedly calibrated against the absolute reading of a Pitot tube and micromanometer. Velocity readings close to the model are generally accurate within 10% of the true velocity.

A similar technique was used to measure the wind environment with the proposed buildings in place. Measurements were taken around the buildings and on the adjacent streets. Before and after each test run, a calibration measurement was made above the model. The purpose of these measurements was to relate the wind tunnel measurements to actual wind records from U.S. Weather Service wind instrumentation located on the Federal Building at 50 Fulton Street.

VI. TEST RESULTS AND DISCUSSION

Tests of windspeed and wind direction were conducted for northwest, west, southwest, south, and southeast winds. North, northeast, and east were excluded for two reasons. First, winds from all these directions occur only eleven percent of the time. Also, these winds are seldom strong, averaging six miles per hour, while northwesterly winds average fourteen miles per hour.

Measured windspeeds are expressed as fractions of the calibration windspeed, which corresponds to the actual windspeed at the San Francisco Weather Station. Thus a plotted value of .52 means that the measured windspeed is expected to be 52% of the windspeed recorded by the Weather Service.

The plotted values can be interpreted in terms of general "windiness" using the scale below. This scale is subjective and is based on information gathered from similar studies in San Francisco.

<u>Velocity</u>	<u>Fraction of calibration windspeed</u>
Low	.0 - .19
Moderately low	.20 - .29
Moderate	.30 - .49
Moderately high	.50 - .69
High	.70 - 1.00
Very high	1.00

Wind direction is indicated by an arrow pointing in the direction of flow. Where wind direction fluctuated, two arrows representing the principal flow directions were plotted.

Northwest Wind

Northwest winds occur 12% to 39% of the time in San Francisco, depending on the season. (In meteorology, a northwest wind blows from the northwest.) Northwesterly and westerly winds are the most frequent and strongest winds at all seasons in San Francisco. Northwest winds exceed 13 miles per hour 35% of the time and 25 miles per hour 3% of the time in summer. Wind frequencies and speeds are lower in spring, fall, and winter.

The site is sheltered by the upwind location of the Financial District, the Transamerica Pyramid, and other tall buildings in that area. The major flow is southward on Sansome Street. Figure 23 shows that wind velocities along Sansome in front of the Alaska Commercial Building, and on the southwest corner of the California-Sansome intersection, are moderately high. Elsewhere on the site, however, velocities are generally low to moderate.

Completion of the proposed project (see Figure 24) would decrease winds slightly along Sansome in front of the proposed building and increase them slightly across the street. There would be low to moderate updrafts in front of the proposed building along California Street, at the two entrances.

West Wind

West winds occur between 15% and 40% of the time, depending on the season. West winds exceed 13 miles per hour 29% of the time and 25 miles per hour 7% of the time in summer. Wind strengths and frequencies are somewhat lower in spring, fall, and winter.

The site is somewhat sheltered from west winds by the Bank of America Building, the building on the corner of Leidesdorff and California Streets, and the building on the corner of California and Sansome Streets. Velocities are low to moderately low throughout the site with the exception of the California-Sansome corner, where they are moderate (see Figure 25).

Figure 26 shows that windspeeds would be slightly lowered upon construction of the proposed building. There would be a low-velocity updraft in front of the eastern entrance to the building on California Street.

Southwest Wind

Southwest winds occur on an average of 9% annually in San Francisco. Winds are highest in winter, when they exceed 25 miles per hour 2% of the time.

The site is somewhat sheltered from southwest winds by the Bank of America Building, the building on the corner of California and Sansome Streets, and other tall buildings toward Market Street.

Figure 26 shows that the major wind flow is to the north on Sansome and to the east along California. The velocities are moderately low to moderate.

Construction of the proposed building would cause little change in wind directions and velocities. There would be moderate-velocity circulation within the recess containing the branch bank entrance.

South Wind

South winds are infrequent except during winter storms, when moderate to strong wind is often combined with rain. They are expected to occur 12% of the time in the months of December through February, exceeding 13 miles per hour 1% of the time. During other seasons south winds are light and occur less than 3% of the time.

The site is very well sheltered from south winds by the upwind location of the high-rise development along Market Street. Figure 29 shows that the major flow is to the east along California Street. Wind velocities here are low to moderate and are moderately high on California west of Sansome. These winds are caused by a downdraft coming off the California-Leidesdorff building and continuing east along California Street.

Construction of the proposed building would not cause significant changes in wind velocities on the site (see Figure 30).

Southeast Wind

Southeast winds occur less than 3% of the time in spring and summer and 6% in fall. They are generally light during these seasons. In winter they can be expected 17% of the time, with speeds over 13 miles per hour 10% of the time.

As with south winds, the site is very well sheltered from southeast winds. Figure 31 shows that the major flow of wind is to the west on California Street. Wind velocities are generally low.

Construction of the proposed building would increase velocities slightly throughout the site. The area behind the building on Halleck Street would have generally low velocities (see Figure 32).

VII. IMPACTS ON COMFORT

The comfort or discomfort of a location is measured in terms of the percentage of time that climatic conditions are at uncomfortable levels. The important climatic features are temperature, wind, and sun. Wind information must reflect the percentage of time that the wind comes from each directions, as well as the range of velocities expected. Sun and shade are determined both by clouds and by shadows of buildings.

Taking these factors into consideration, it appears that the pedestrian areas near the proposed building would be comfortable a very high percent of the time, due to the low windspeeds expected.

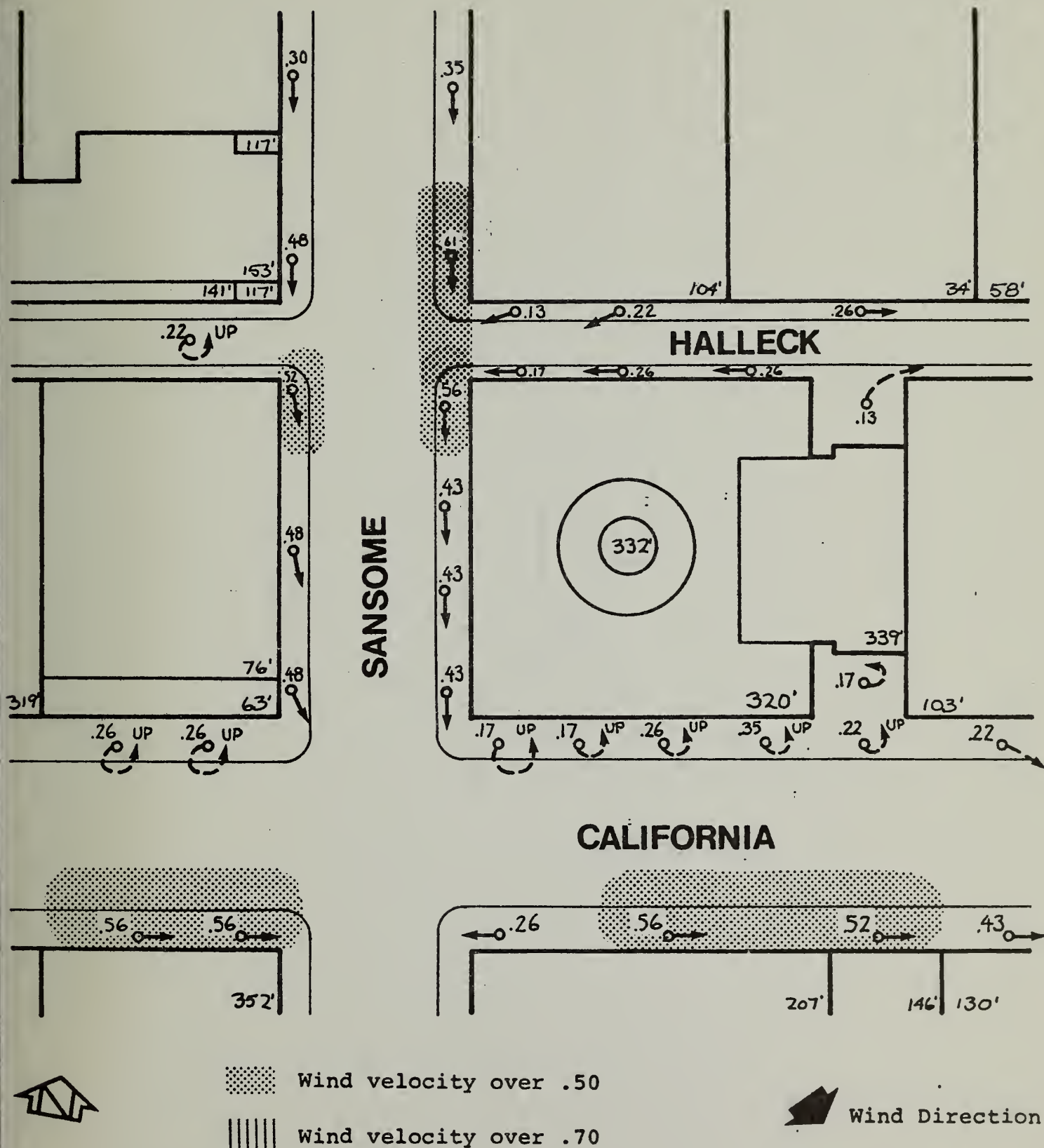


FIGURE 24- SITE WITH PROPOSED BUILDING. NORTHWEST WIND.

Windspeeds are expressed as a fraction of wind recorded by S.F. Weather Station at elevation 132 feet.

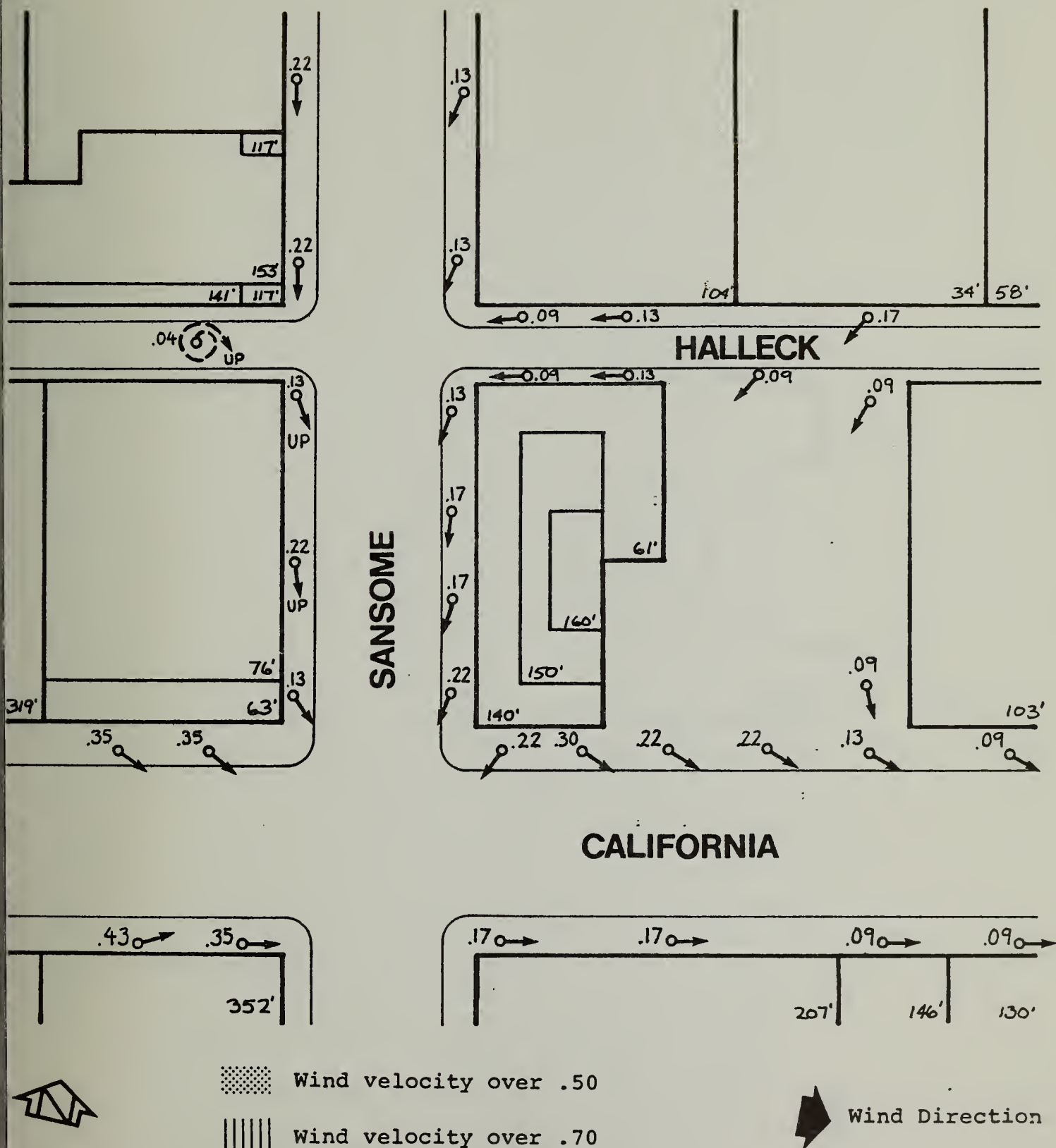
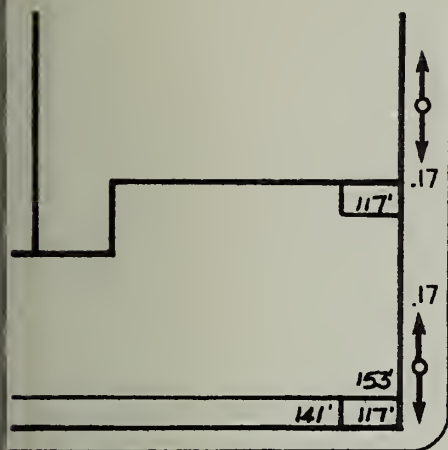
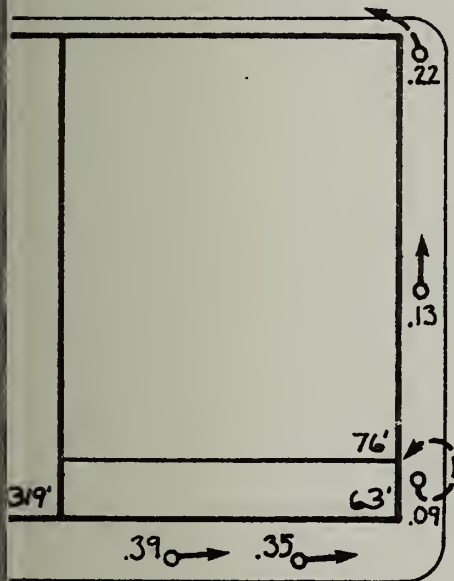


FIGURE 25 - EXISTING SITE. WEST WIND.

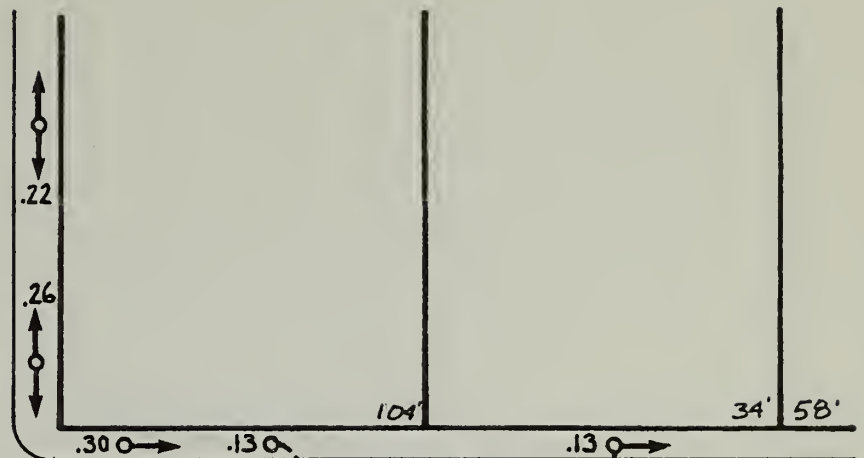
Windspeeds are expressed as a fraction of wind recorded by S.F. Weather Station at elevation 132 feet.



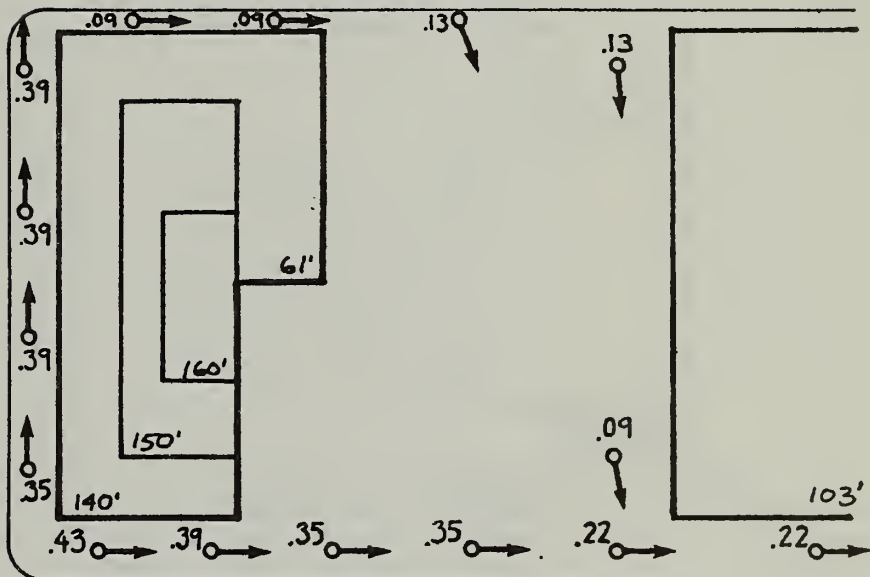
UP ← .22



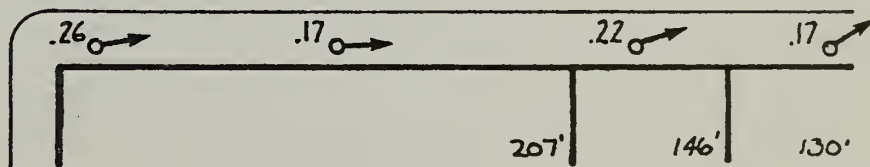
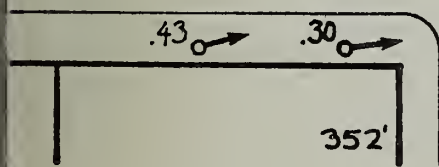
SANSOME



HALLECK



CALIFORNIA



Wind velocity over .50



Wind velocity over .70



Wind Direction

FIGURE 27- EXISTING SITE. SOUTHWEST WIND.

Windspeeds are expressed as a fraction of wind recorded by S.F. Weather Station at elevation 132 feet.

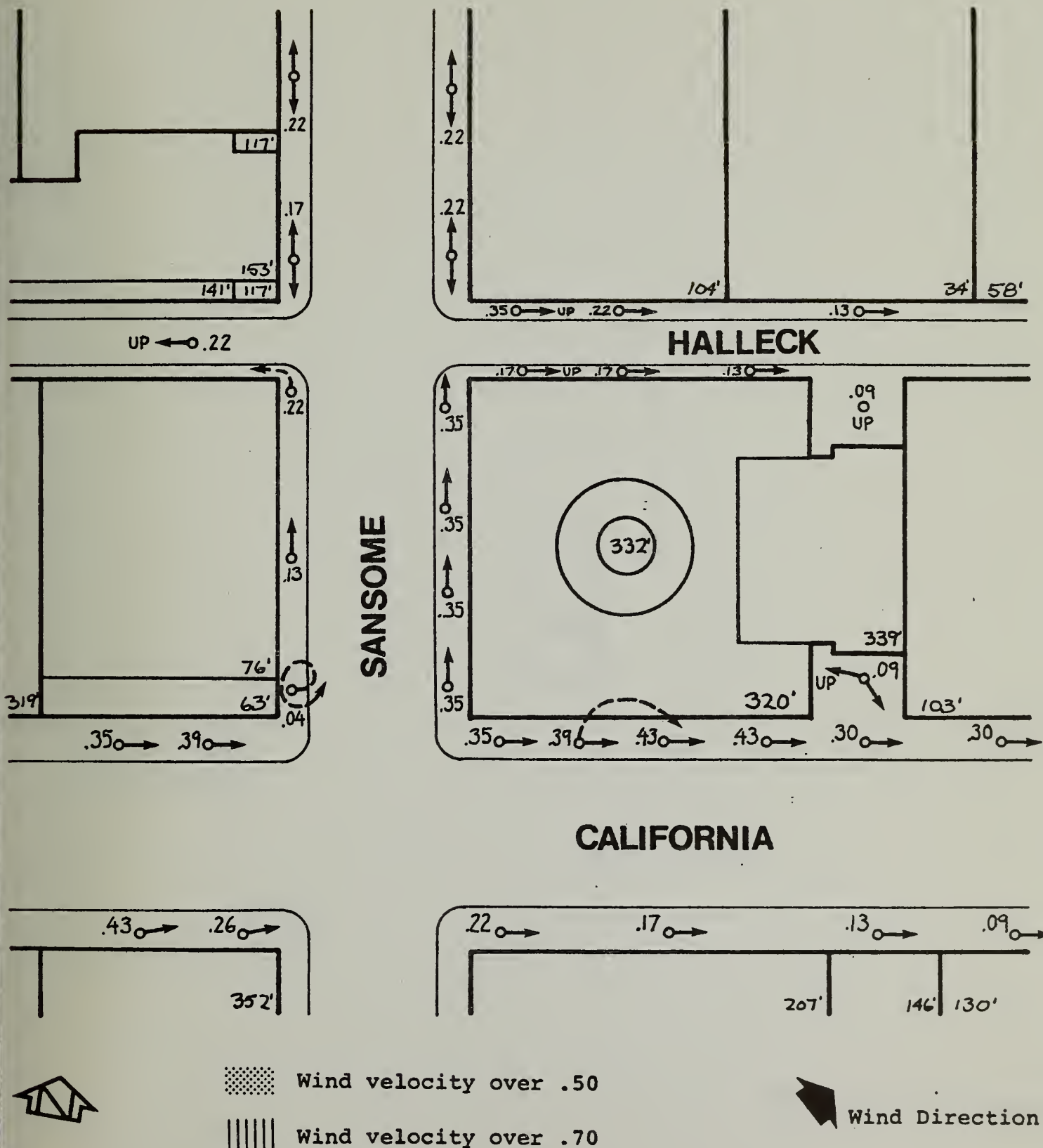
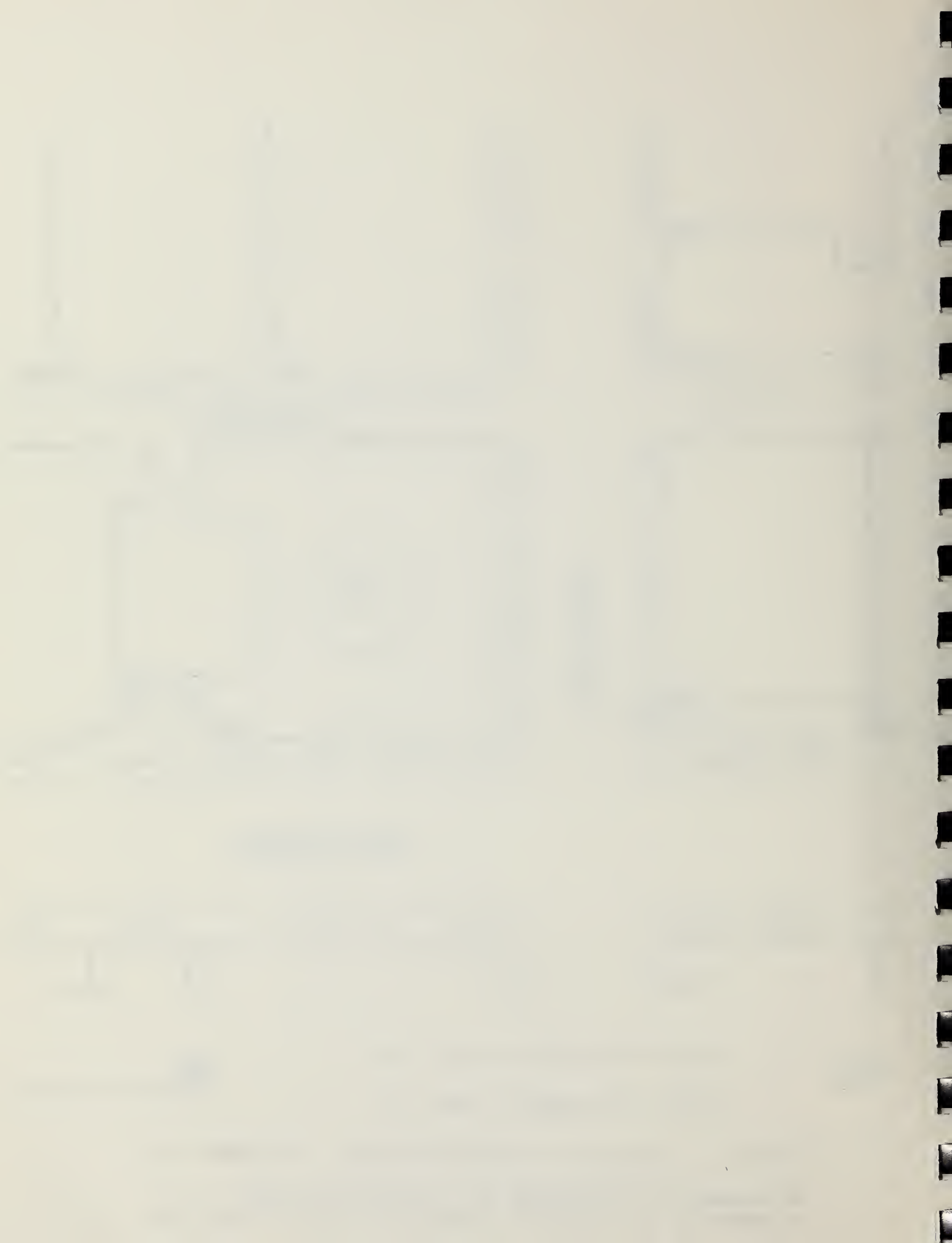


FIGURE 28- SITE WITH PROPOSED BUILDING. SOUTHWEST WIND.

Windspeeds are expressed as a fraction of wind recorded by S.F. Weather Station at elevation 132 feet.



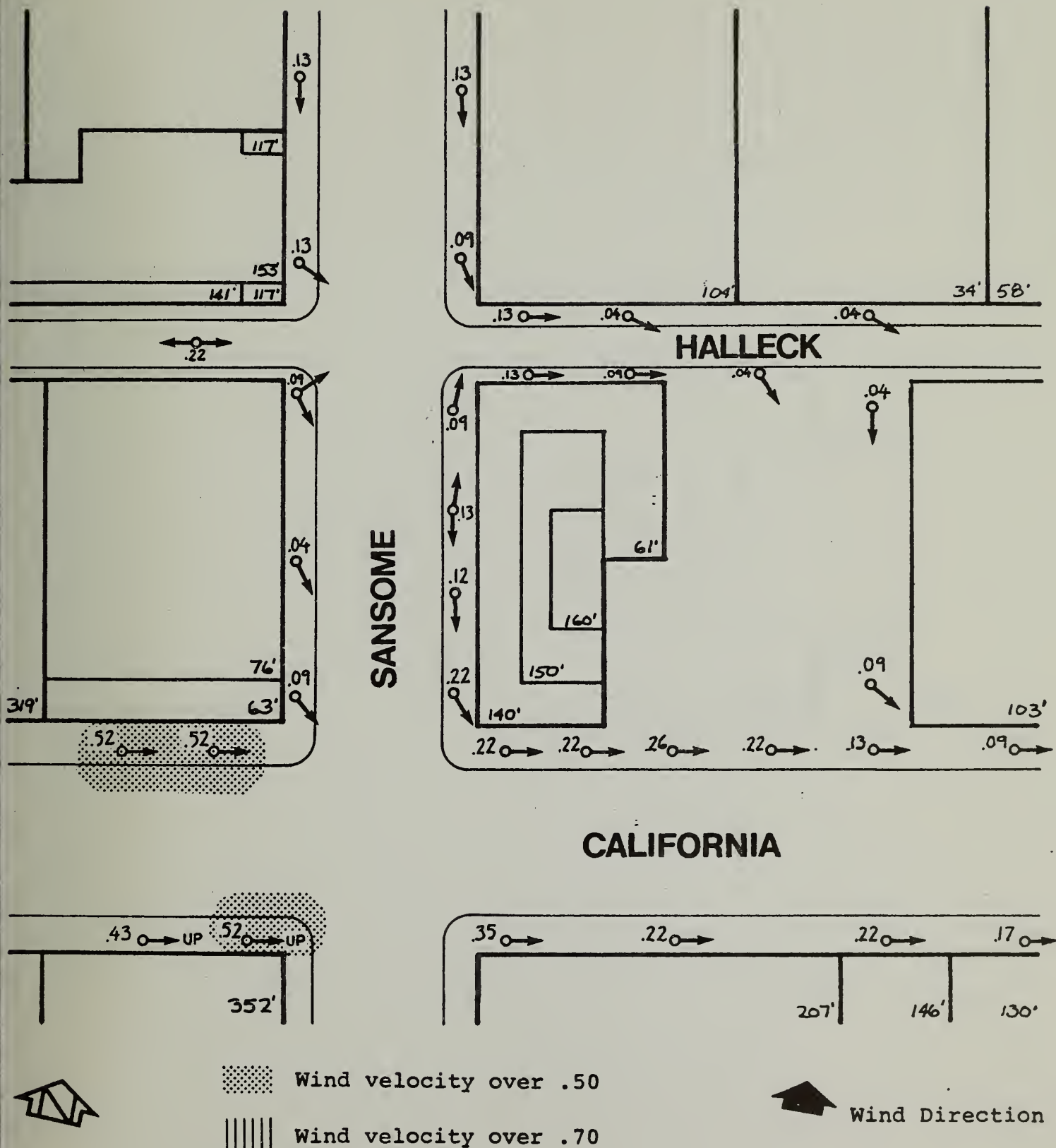


FIGURE 29 - EXISTING SITE. SOUTH WIND.

Windspeeds are expressed as a fraction of wind recorded by S.F. Weather Station at elevation 132 feet.

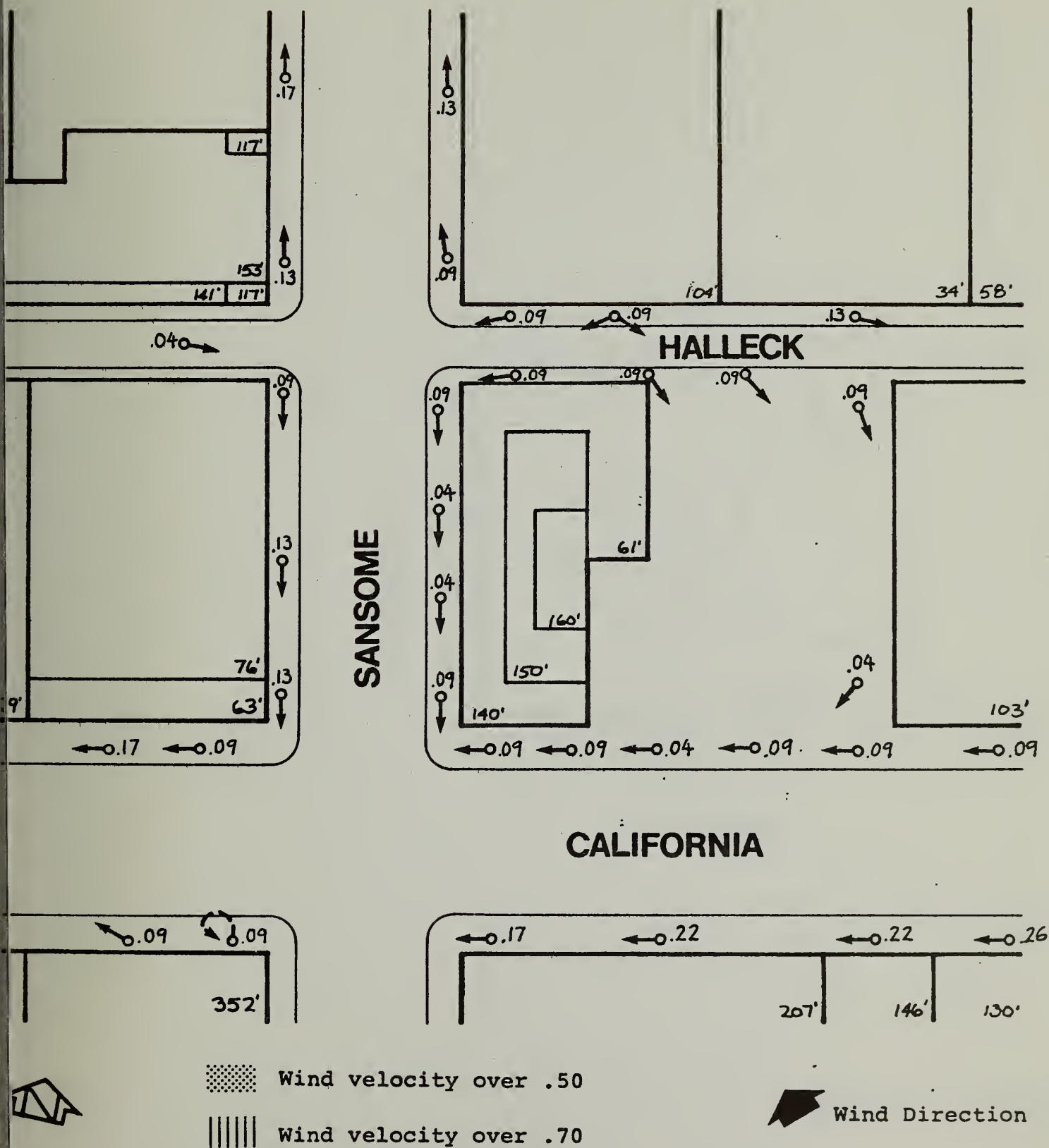
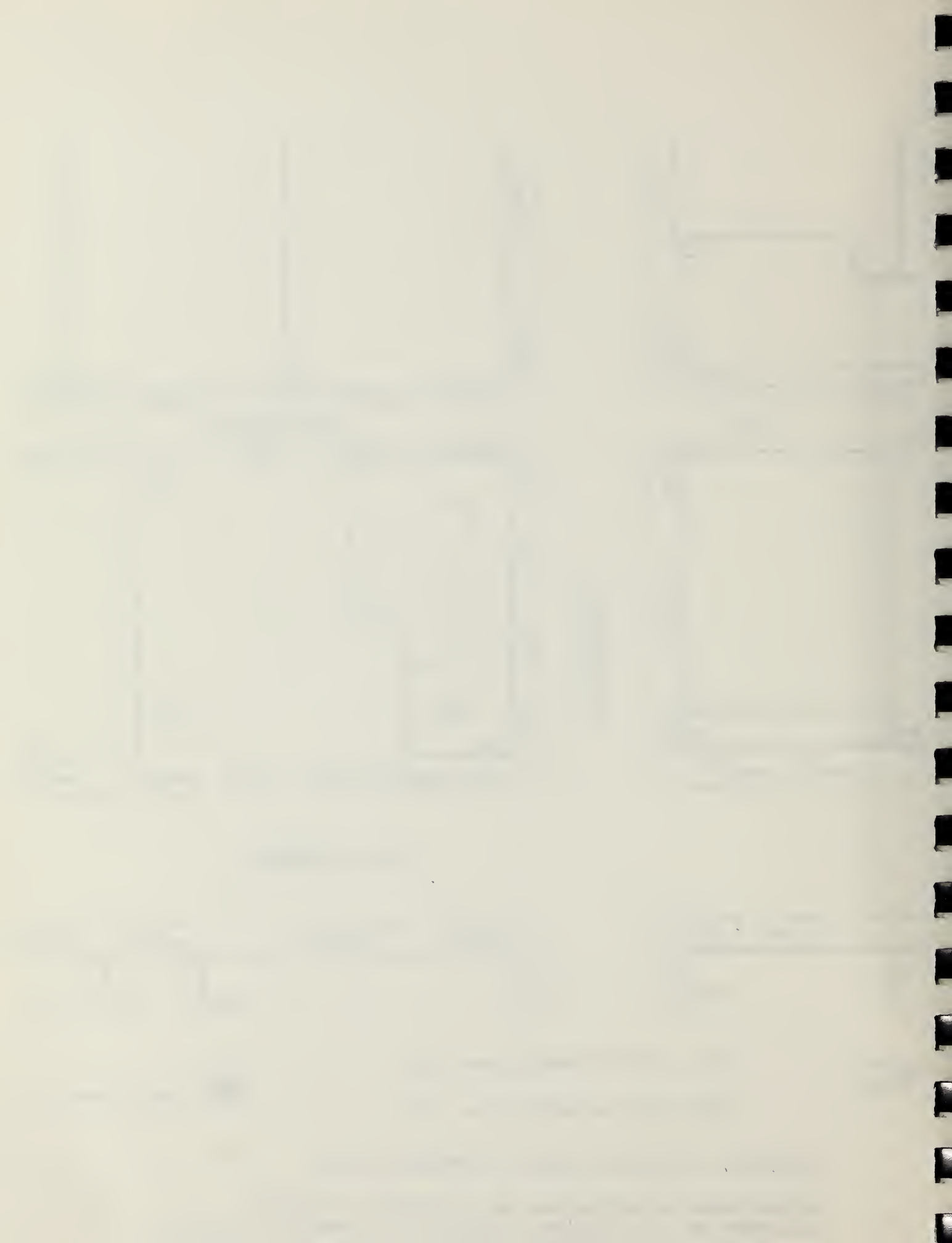


FIGURE 31- EXISTING SITE. SOUTHEAST WIND.

Windspeeds are expressed as a fraction of wind recorded by S.F. Weather Station at elevation 132 feet.



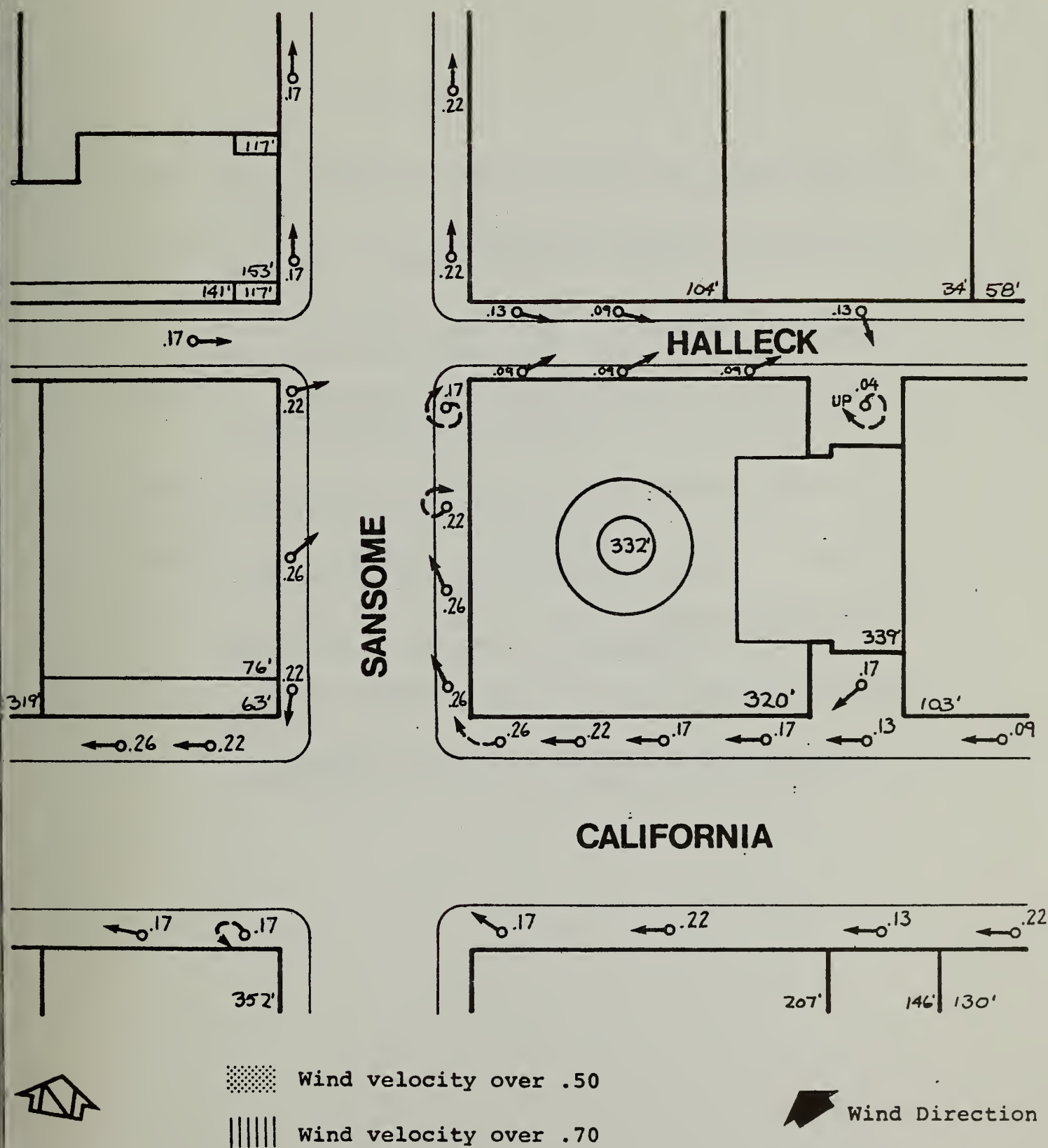


FIGURE 32 - SITE WITH PROPOSED BUILDING. SOUTHEAST WIND.

Windspeeds are expressed as a fraction of wind recorded by S.F. Weather Station at elevation 132 feet.

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APPENDIX D

SAN FRANCISCO WATER DEPARTMENT
CITY DISTRIBUTION DIVISION

1990 NEWCOMB AVENUE
SAN FRANCISCO, CALIF. 94124
TELEPHONE 558-4501

OFFICE OF
MANAGER

August 7, 1974

UTILITIES

SUBJECT: Availability of Water for
Bank of Tokyo
Headquarters Building
California and Sansome Streets

RECEIVED	
SKIDMORE, OWINGS & MERRILL	
AUG 7 1974	
REFERRED TO _____	_____
_____	FILE

Skidmore, Owings & Merrill
Architects/Engineers
One Maritime Plaza
San Francisco, California 94111

Attention: Cliff Tresidder

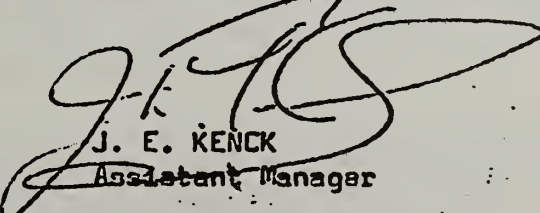
Dear Sir:

Reference is made to your letter of August 6, 1974, concerning the availability of water service at the above-referenced location.

The San Francisco Water Department can supply ample water for all domestic and fire-protection needs.

Services for the above project will be provided from our 8" main in California Street.

Very truly yours,


J. E. KENCK
Assistant Manager

APPENDIX E

CITY AND COUNTY OF SAN FRANCISCO
DEPARTMENT OF PUBLIC WORKS

August 7, 1974

BUREAU OF
ENGINEERING

351 CITY HALL
SAN FRANCISCO
CALIFORNIA
94102

Flood & Drainage Report
Bank of Tokyo of California
Block 238

1.2.2

Skidmore, Owings & Merrill
1 Maritime Plaza
San Francisco, California 94111

Attn: Mr. Cliff Tresidder

Gentlemen:

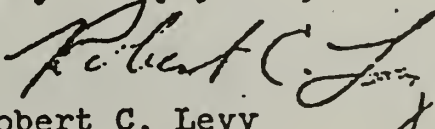
This is in reply to your request regarding the adequacy of the sewers in the area of the subject project.

Our records indicate that the public sewers in the vicinity of your project are combined sewers which are adequate to accept storm runoff within the design criteria for the once in five (5) year storm. Storm runoff which exceeds the sewer capacity is transported on the street surface. Street gutters (between curbs) are designed to accommodate this flow.

In designing for the 5 year criteria, it is City practice to design for the theoretical hydraulic grade line to be slightly below street grade. Therefore, those properties which have drainage facilities below street grade are advised to install backflow devices.

Sewer records are available to the public and should you require further information, you may contact Mr. M. Francies at the Division of Sanitary Engineering, 770 Golden Gate Ave., Third Floor, San Francisco, California 94102 - Telephone: 558-2646.

Very truly yours,


Robert C. Levy
City Engineer

APPENDIX F

The Bank of Tokyo

OF CALIFORNIA

HEAD OFFICE

58 SUTTER STREET

SAN FRANCISCO, CALIFORNIA 94104

AFFIRMATIVE ACTION PROGRAM

The Bank of Tokyo of California has an established policy of Equal Employment Opportunity with respect to race, creed, color, or national origin. We expect all management officials to set an example for the Bank of Tokyo of California by intensifying their efforts now and on a continuing basis to attract all types of groups' applications for white collar classifications, such as clerical, technical, professional and administrative positions. We expect each Branch Manager to review from time to time present personnel policies and practices to insure that Equal Employment Opportunity is being implemented actively and that no employee or applicant for employment shall suffer any form of discrimination because of race, creed, color, sex, or national origin. In order to effectively communicate and interpret the Bank of Tokyo of California's policy to all levels of management and supervision, and to all other employees, recruiting sources, community agencies and the public generally, the following will be undertaken:

I. Dissemination of Policy

1. Employees will be reminded of the Bank of Tokyo of California's written statement of policy by:
 - a. Distribution, within 30 days and thereafter annually, of policy statement to all management personnel.

- b. Description of policy by publication or reference in all issues of employee handbooks.
 - c. When appropriate, publicize the EEO policy and such activities through news stories or other articles in Bank of Tokyo of California's publications.
 - d. Detailed discussions at management conferences such as Managers' Meetings.
 - e. The orientation session for new employees, in all branches and at all levels, will give renewed emphasis to the Bank of Tokyo of California's Equal Employment Opportunity policy and its day to day implementation for full utilization of talents and merit advancements.
- 2. All employment advertisements will contain assurances of Equal Employment Opportunity.
 - 3. All employment and recruiting sources where jobs are listed by the Bank of Tokyo of California will be reminded of our policy, both verbally and in writing.
 - 4. Notices will be posted on bulletin boards, in locations where applicants are interviewed. These will inform employees and applicants of their rights under the Civil Rights Act of 1964 and Executive Order Number 11246.

II. Responsibility for Implementing the EEO Policy

- 1. Responsibility, as stated in the Policy, is assigned to the Vice President - Personnel, who will render full assistance and support for those seeking help and assistance in taking affirmative action.
- 2. Half-yearly reports will be made by all branch managers to the Personnel Department, Head Office, for the implementation of this policy of Equal Employment Opportunity for seeing that the policy is observed, and results are produced.

III. Recruiting

Additional emphasis will be given to seeking and encouraging applicants from all groups where such applicants with the necessary qualifications or potentials are available, including the following:

- 1. State Employment Service (Department of Human Resources Development, State of California).

2. San Francisco Bay Area, Los Angeles area, and all California private employment agencies.
3. Employment services of local colleges and universities.
4. Minority group communities.

IV. Training

All training programs supported or sponsored by the Bank of Tokyo of California will continue to be equally open to all groups of employees on the basis of qualifications. Such employees who appear to have management potential will be encouraged to seek advancement into supervisory or other management positions.

V. Hiring, Placement, Transfer and Promotion

1. The Bank of Tokyo of California recognizes that to accomplish the long-range objectives of its Equal Employment Opportunity policy, continued affirmative action must be taken to ensure that job opportunities of all kinds are called to the specific attention of members of minority group communities and that qualified members (or trainable members) of all groups should be offered positions on the same basis as all other applicants or employees. To assure achievement, the Bank of Tokyo of California will immediately, and in the future, periodically review its practices in hiring job applicants.
2. In this connection, all branch managers and all officers will take the following action:
 - a. Encourage supervisors to utilize minority group employees through the whole spectrum of available jobs and positions.
 - b. Advise their staff of the Bank of Tokyo of California's increased interest in utilizing qualified members of minority groups on job assignments to the utmost degree of their ability.
 - c. Insure minority group employees of equal consideration whenever promotional opportunities occur.

VI. Compensation

All employees, including members of minority groups, will receive compensation in accordance with the same standards. Opportunities for performing overtime work or otherwise earning increased

compensation will be afforded to all qualified employees without discrimination based on race, creed, color, or national origin.

VII. General

Not only in the above matter, but also in other areas of the employer-employee relationship, the Bank of Tokyo of California will continue to cooperate with minority groups because being fair is the best assurance that it is not discriminating or creating the appearance of discrimination.

A copy of this statement will be distributed to all branch managers and all of those responsible for interviewing and recommending people for hire and promotion.

The Bank of Tokyo of California is seeking qualified minority group applicants for clerical, professional and technical positions.

The Bank of Tokyo

OF CALIFORNIA

EQUAL EMPLOYMENT OPPORTUNITY

It is the policy of the Bank of Tokyo of California to provide Equal Employment Opportunity with respect to race, color, creed, sex, age, or national origin to all qualified employees and applicants for employment.

In the development and implementation of its personnel administration policies, the Bank will strive to avoid the fact and appearance of any racial bias.

Such rules of conduct that are determined requisite to the ordinary conduct of business will be enforced equitably and impartially.

With respect to the recruitment, hiring and placement of applicants for employment, the only factors to be considered are personal integrity, qualifications for the job, and capacity for development.

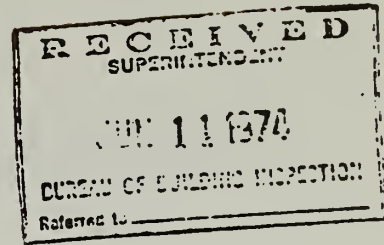
APPENDIX G

Skidmore, Owings & Merrill ARCHITECTS/ENGINEERS

ONE MARITIME PLAZA
SAN FRANCISCO, CALIFORNIA 94111

STEPHEN JOHNSTON
ASSOCIATE PARTNER

June 10, 1974



City of San Francisco
Department of Public Works
Building Inspection Department
450 McAllister
San Francisco, California 94102

Attention: Mr. Alfred Goldberg, Superintendent

Subject: Bank of Tokyo of California

Gentlemen:

We are currently engaged in the development of contract documents for a proposed 22-story office building to be located on the northeast corner of California and Sansome Streets in San Francisco. A major part of the proposed building site is occupied by a 12-story structure, the Alaska Commercial Building.

The Alaska Commercial Building was constructed in 1909. Although we have searched extensively, it appears that there are no plans available for this building, either architectural or structural. A description of the construction materials contained in the building permit request filed in 1909 indicates that it is a steel-framed building with pile foundation; it must be concluded that wood piles were used at that time. A major part of the exterior of the building is terra cotta facing, which is backed up with un-reinforced masonry. The east wall of the building is reinforced concrete penetrated at a number of places by windows and stair exits.

Our first consideration in the early design stage was the possibility of remodeling the Alaska Commercial Building as part of the development for new office space for the Bank of Tokyo of California with a new structure on the empty lot to the east of this building. The design considered making the floors of the new structure coplanar with the existing floors, thus developing a project using, in part, the old building and, in part, new construction. Since new walls and partitions, new ceilings, light fixtures, and a new air conditioning system would be required in the remodeled Alaska Commercial Building, the building would have to be essentially gutted before reconstruction could be begun. Section 104.C of the San Francisco Building Code



Mr. Alfred Goldberg

June 10, 1974

Page 2

requires that, for alteration work of this extent, the existing building must be brought up to present code standards, including life safety provisions and seismic construction standards.

Attached are four (4) sketch drawings of the existing building. Three of the drawings describe the plan dimensions at the ground floor, the typical floor, and the roof elevation level of the building; the fourth drawing, which is an elevation of the building, indicates that a penthouse, which occupies approximately 70% of the basic plan area of a typical floor, extends 172'-4" above the street grade at Sansome and California. Since the building is more than 160 feet in height, it would have to contain a ductile moment resisting frame in order to comply with present seismic code requirements. Since no way exists to modify the existing structure to create a ductile moment resisting frame, a completely new structural framework would have to be erected.

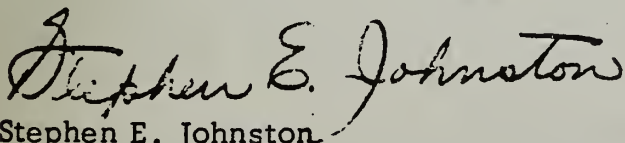
Because of the design which considered maintaining the existing Alaska Commercial Building as part of the total project required, in essence, complete demolition and reconstruction, we concluded that there was no practical way by which this building could be incorporated in the new construction and still meet current code requirements.

Our client has asked us to prepare a report concerning the feasibility of remodeling the Alaska Commercial Building and we request a letter response from you at your earliest convenience with regard to the comments we have made above so that we may include it with our report.

Thank you for your assistance in this matter.

Very truly yours,

SKIDMORE, OWINGS & MERRILL



Stephen E. Johnston

SEJ:ph

Enclosures



CITY AND COUNTY OF SAN FRANCISCO
DEPARTMENT OF PUBLIC WORKS

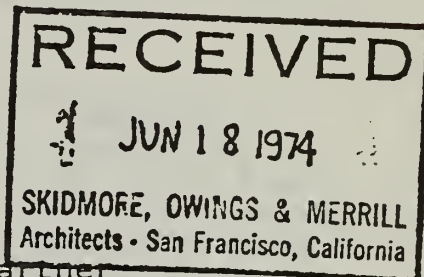
BUREAU
OF
BUILDING INSPECTION

June 13, 1974

RM. 202, 450 McALLISTER
SAN FRANCISCO
CALIFORNIA 94102

Alaska Building
310 Sansome

Skidmore, Owings & Merrill
Architects/Engineers
One Maritime Plaza
San Francisco, California 94111



ATTENTION: Mr. Stephen Johnston, Associate Partner

Gentlemen:

Reference is made to your letter dated June 10, 1974, in which you described a proposed project on a site now partially occupied by subject building. In your letter you requested preliminary information from this Bureau in regard to the application of Section 104.C, Scope of Alteration Work, Architectural, of the San Francisco Building Code, if the Alaska Building were to be incorporated into the design of the new building.

From the information which you provided, it would appear that the Alaska Building is in excess of 160 feet in height. Thus, under the requirements of Section 2314.J.1, Structural Frame, of the San Francisco Building Code, a Space Frame - Ductile Moment Resistant would be required, since as under Section 104.C.4, compliance is required with Section 104.F, which in turn requires compliance with the essential portions of Article 23. Based upon the height involved, it must be concluded that, under the requirements of the last paragraph in Section 104.F, this compliance is essential in regard to Section 2314.J.1, even though not specifically enumerated in the first paragraph in Section 104.F.

Additionally, since incorporation of the Alaska Building as part of a proposed higher building is contemplated, the requirements of Section 1807, in regard to provision of a Life Safety Program would apply to the entire structure, including the existing portions as well as the new.

Further, since it is contemplated to incorporate the existing construction as part of the new building all portions of the altered Alaska Building would have to be in compliance with the present San Francisco Building Code in regard to Article 2.5, Parapets and Appendages, applicable portions of Articles 5 through 17, Article 33, Article 38, Article 42, Article 43, and Article 51 insofar as they would pertain.

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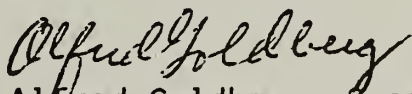
Skidmore, Owings & Merrill
Mr. Stephen Johnston
June 13, 1974
Page 2

The above is a rough summary of the requirements of the Bureau of Building Inspection that would have to be imposed if the existing construction is to be incorporated as part of the new construction.

Insofar as feasibility is concerned, this is not in the province of the Bureau of Building Inspection. However, it would appear very doubtful whether it would be physically feasible at almost any cost to modify an existing steel frame to bring it into compliance with Section 2314.J.1. Of course, the bringing into compliance of many of the other details of the other cited sections of the code would probably be just a matter of cost which, of course, is an area the Bureau of Building Inspection does not enter.

I trust the above will assist you in the evaluation of the alternates available to you.

Very truly yours,

A handwritten signature in cursive script that reads "Alfred Goldberg".

Alfred Goldberg, Superintendent
Bureau of Building Inspection



